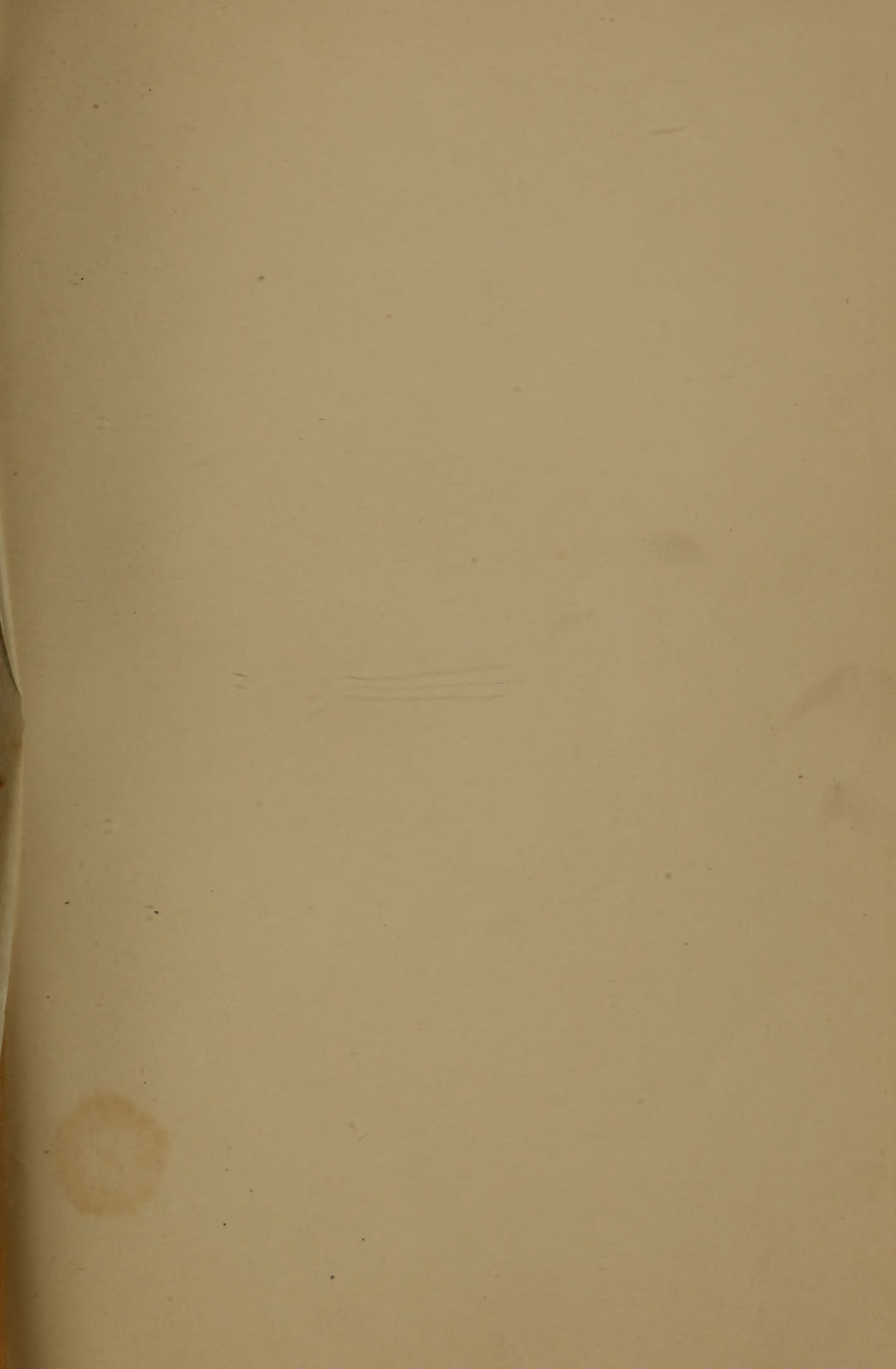




TOOMEY-RANKIN
HISTORY OF
SOUTH BOSTON

ILLUSTRATED





1775.

(Dorchester Heights in the Foreground — From an Old English Drawing).



1901.

(From the Carney Hospital — Looking toward the Monument and High School).

DORCHESTER HEIGHTS IN 1775 AND 1901.

HISTORY
OF
SOUTH BOSTON

(ITS PAST AND PRESENT)

AND
PROSPECTS FOR THE FUTURE

WITH
SKETCHES OF PROMINENT MEN

BY
JOHN J. TOOMEY
AND
EDWARD P. B. RANKIN

ILLUSTRATED

BOSTON, MASSACHUSETTS
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1901

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SOUTH BOSTON, 1901.

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By JOHN J. TOOMEY.

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INTRODUCTION.

At various times, toward the close of the 19th century, the idea of publishing a complete history of South Boston was considered and discussed by leading citizens of the district.

The publication of Simond's History, in 1857, had been the only effort ever made. This, however, was incomplete, and said to be inaccurate. Then, again, much history had been made in the twenty-five years that followed, the busiest in the history of South Boston; and thus some were led to consider the matter carefully and to make plans for such a history. A few even began work on such a project, but the undertaking was of such great magnitude that none had the time or patience to complete it.

For a long time prior to 1896 John J. Toomey had given the subject considerable thought, and when, in October of that year, the South Boston Historical Society authorized Mr. Toomey, its secretary, "to consider the advisability of publishing a History of South Boston, and if, after such consideration, he favors the idea, that he make such plans and proceed to carry them out as he deems best," a very important step had been taken toward the consummation of this idea of years.

More than a year was then consumed in giving the most careful consideration and thought to the matter as to what form the history should take, what it should include, and how deep to enter into the incidents and events of the district. Multitudinous details had to be considered, and finally, early in 1898, the foundation was ready, plans were made, the form had been decided upon, and the general work was commenced. It was decided that the history should not only be a narration of events of the past, of the district itself, but Castle Island, so closely associated with South Boston, owing to its connection with the park system, should be given space. To show the result of a century's work in the advancement of South Boston, it was decided to devote a section to "South Boston of the Present," referring to the district in 1901. With such magnificent achievements in a century serving as a shining example, and in order to stimulate sufficient pride and ambitions for still further progress in the years to come, the idea of "South Boston of the Future" was conceived, and thus the thought and advice of leading men was obtained, and the articles in that section were written.

To the men and women of our beautiful district, the men and women of all decades, is due the credit and the praise for the work accomplished. Whether by public interest or action, by word or deed, by honest business dealings, by the establishment of large business concerns

in the district, by every honest endeavor, or by their manifesting an interest in electing to public office only men of the highest type of character, our citizens have ever displayed their pride and loyalty. In order to perpetuate the memory of some of the prominent builders of our district and also to further carry out the ideas of chapter 8 on page 47, of chapter 14 on page 97, and of chapter 28 on page 225, the "Men of the Time," the fifth section of this volume, was planned.

After devoting many months to a careful study of leading books of authority (337 volumes in all being consulted), Mr. Toomey was joined in his undertaking by Mr. Edward P. B. Rankin, a most valuable co-worker, who has given much of his time and labors to "The History of Castle Island" and to "South Boston of the Present."

In carrying out the ideas thus formulated, the authors owe a debt of gratitude to the many who so willingly aided in this great work. Considerable space would be required to name the individuals who so willingly assisted and encouraged the authors throughout their task, and again some few might be overlooked, but mention must be made of Mr. William Cains, a life-long resident of South Boston, and one of its most devoted and loyal citizens, who furnished, through personal interviews, most valuable information concerning the appearance of the district at various periods after 1820 and the important events during his 87 years as a resident of South Boston. Born in 1814, he has always lived in the district. To Mr. Francis E. Blake, a former resident, descended from the first Blake family of Dorchester Neck, author of the book "Dorchester Neck," and who, himself, once contemplated writing a History of South Boston, is due the thanks and appreciation of not only the authors, but the citizens of the district, for valuable information, rare cuts and maps. Permission to reproduce the portrait of Gen. John Thomas (on page 75) was granted by G. P. Putnam's Sons, of New York, publishers of Irving's "Washington." It is the only portrait of that famous general in existence, having been taken from a photograph in the possession of his descendants. Permission was also granted by George W. Armstrong for the reproduction of cuts of the old Hawes School and the school masters, in chapter 27.

In completing the undertaking the authors feel that no important event or incident has been omitted, and that any question concerning the past or present of South Boston may be answered in these pages. The desire has been to tell the story of the history of South Boston in as pleasing a manner as possible, and to make the book of value as a work of reference as well as for entertainment. That South Boston is rich in historic substance, and should be honored in song and story, is the burden of the tale told herewith. If it makes any inhabitant of this glorious little community any prouder of his home and his surroundings, the task set the authors has been achieved. If it can persuade any man, woman or child in this sea-washed district to wear a higher head, because of the facts herein described, then the reward of the task will be secured.

SOUTH BOSTON OF THE PAST.

By JOHN J. TOOMEY.

CHAPTER I.

PRIOR TO 1630 — BOSTON, MASSACHUSETTS, NEW ENGLAND,
UNITED STATES.

Proud old Boston — Importance of South Boston — Discovery of Cape Cod — Capt. John Smith explores the coast — Name given to New England — Religious difficulties in England — Pilgrims and Puritans settle in Massachusetts — Capt. Myles Standish visits Squantum — David Thompson locates at Thompson's Island — Patent secured by Rev. John White — "Massachusetts" derived from two Indian words — Winthrop's fleet arrives in Salem Harbor — Boston named in honor of Sir Isaac Johnson — Origination of the "United States."

BOSTON, proudest of all the cities of a proud old Commonwealth, has no prouder section than that known as South Boston. A hilly peninsula thrust out into the beautiful harbor like the arm of a combatant on guard, it was the scene of the first and greatest military triumph of the stout-hearted rebels, so soon to take their place as a nation at the council table of the world. From South Boston heights, then called Dorchester, George Washington saw the retreating ships of King George III. sail by and out, never to return as the ships of a sovereign nation to a home port. By the little redoubt on these heights Washington stood and sent his mandate to a king's general, with twenty regiments of British regulars at his back, and when they and their commander hesitated he signified by his position on Nook Hill that the time for choice had gone and the time for obedience had come.

This evacuation freed New England from the presence of a British force and left the centre of anti-English hate for a recruiting ground for soldiers and a harbor of refuge for American privateers.

When it is remembered that Massachusetts furnished 68,000 troops to the patriot cause, more than twice as many as the next state, Connecticut; more than all the states south of New York; and that privateers captured and destroyed \$25,000,000 worth of English merchant

shipping, beside furnishing supplies, ammunition, clothing and provisions to Washington's sore-pressed army in the subsequent hostilities, it will be readily seen that South Boston has reason for the pride which she takes in being the first scene at once and instrument in a triumph which has had such blessings and beneficences for the nation and humanity at large.

The tale of New England has often been told, and will be told many a time again, for its story is the opening cantos in the epic of the American nation, and can never become dull so long as an American heart beats in an American breast.



CAPT. JOHN SMITH.



Portion of Capt. John Smith's Map of New England.

It began in 1602, when the foot of Capt. Bartholomew Gosnold of Falmouth, England, trod for the first time the sands of Cape Cod,—the first Englishman to behold a land which should later be the scene of such remarkable triumphs and still more remarkable defeats for Englishmen.

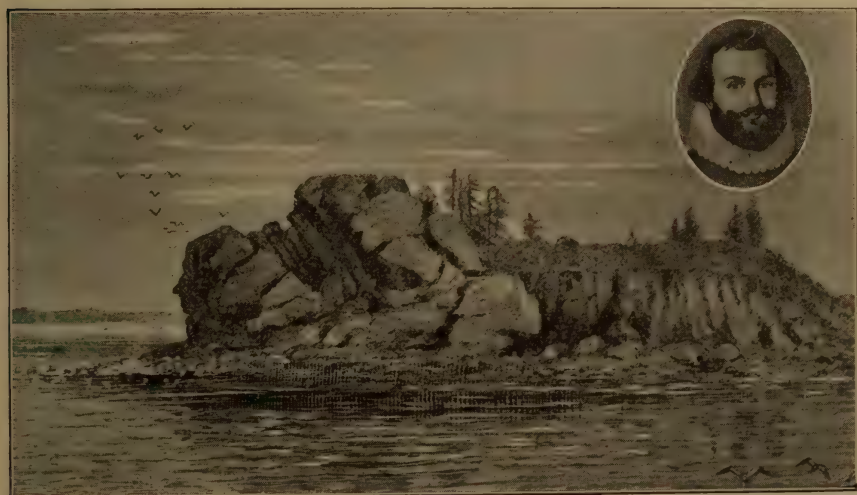
Just twelve years later, while exploring the coast from the Penobscot river to Cape Cod, Capt. John Smith, even then famous the world over for his explorations and discoveries, became quite familiar with the coast of that section. In his writings he refers to his arrival at a place about 43 degrees north latitude, which is the southwest corner of the State of Maine.

It is further related that Capt. John Smith, in the summer of 1614, left his vessels engaged in fishing off the coast of Maine, and in a boat with eight men entered what is now Boston Harbor.

It is believed by eminent historians that he landed on what is now the Dorchester shore, carried on traffic with the Neponset Indians and then proceeded in his boat along the shore to Cape Cod.

Maps that he published after his return to England make it appear that he visited at the further end of Dorchester Bay. He marked out on this map the bay which he entered, which was in the southwesterly direction and towards the Cheviots, now known as the Blue Hills.

On this map he named the country that he thus explored, New England.



MYLES STANDISH AND SQUANTUM HEAD.

It was not until several years afterward that the settlement of New England was decided upon and then the foundation of the present beautiful state of Massachusetts was laid.

At this time England was greatly troubled with religious difficulties. Two great divisions existed, the Roman Catholics and the Protestants, these latter divided into three antagonistic denominations, the Anglicans, or members of the English church, the Puritans, or non-conformists, who differed from the former in the disregard of special rites and observations, and the Independents or Separatists, who refused to sanction the founding of a national church on the ground that it was contrary to the law of God.

The result of the people's determined objection to the dictations of King James I., the sufferings of the Separatists and the Puritans and their flight to Holland and their desire to found a new home for

themselves in America, was the sailing of the *Speedwell* and the *Mayflower* and the settlement of Plymouth in December 1620.

In 1621 ten of the Pilgrims who had landed at Plymouth, including Capt. Myles Standish, accompanied by Squantum and two other Indians, journeyed north and at night anchored off Nantasket Head. They then proceeded westward into the harbor and landed at a place now called Squantum in honor of the Indian guide. A rough stone shaft at Squantum marks where they landed.

Two years later Capt. Standish stopped at Piscataqua, on the coast of New Hampshire, and visited David Thompson, who had been sent from England by Mason and Gorges to superintend the trade establishments at that place. In this year, 1623, Thompson visited Boston Harbor and was the next European to set foot on that territory. He then became familiar with the islands in the harbor.

Leaving the service of the *Laconia* patentees in 1626, Thompson started in for himself and selected the island in Dorchester bay which now bears his name. He also selected Squantum, and thus became the first recorded white settler in Boston Harbor.

In 1629 Thompson left the island and returned to England. It had been voted in London "that the Massachusetts Company shall have the trade of beaver and all other furs solely for seven years," and thus individual enterprise was interfered with. In 1648, when David Thompson died, his son obtained title to the island from the General Court, in right of the former possession of his father.

Urged on by the good reports from the Pilgrims, the Puritans determined to settle in America and establish a colony for religious liberty. The nucleus of this Massachusetts colony was the Dorchester colony.

This Dorchester colony was established for hunting and fishing at Cape Ann in 1623 and was dissolved in 1626, owing to dissatisfaction with the location. Those in charge of the colony under Roger Conant removed to Naumkeag, now called Salem.

A patent for Mr. Conant and others was secured in 1628 by Rev. John White of Dorchester, England, and it conveyed to them "that part of New England lying between three miles to the north of the Merrimack River and three miles south of the Charles River and of every part therein in Massachusetts Bay."

John Endicott, leading representative of the Massachusetts Company, arrived in Naumkeag in 1628 and at the close of the year the colony numbered 100. A local government was established the following year with thirteen members to constitute the Board of Assistants, and John Endicott was chosen governor. The government was made subordinate to England.

The name Massachusetts is supposed to be derived from two Indian words, "massa," meaning "great" and "Wachusett" meaning "mountain place." Rev. John Cotton defined Massachusetts as "A hill in the form of an arrow-head," and Roger Williams said that "Massachusetts was so called from the Blue Hills." Because of its broad and beautiful bay it takes the name of the "Old Bay State."

Through destiny or design, the colony was gradually directed toward that place which was soon after settled and named Boston.

Ralph, Richard and William Sprague journeyed to Mishawam, now called Charlestown, and settled a town of 100 inhabitants.



WINTHROP'S VESSELS IN SALEM HARBOR.

It was on August 28, 1629, that the government and patent of the colony were settled in New England and the Commonwealth was started. July 8, 1630, a fleet of eleven vessels with 1,000 passengers representing all occupations and a goodly number of tillers of the soil, under John Winthrop, arrived in Salem Harbor.

Salem was not satisfactory as a place of settlement and a majority of the Puritans, including those that had arrived in Winthrop's fleet, proceeded to Charlestown where they erected houses around the hill. While here they endured great hardships and before the end of December there were 200 deaths.

Their sufferings, particularly for want of food, were such that a further change was imperative. Some went west and settled

Watertown, some Newton, now Cambridge; others went to Roxbury, and a few, including Gov. Winthrop and Mr. Wilson, settled at Shawmut, and there laid the foundations of Boston.

The Indian name of the peninsula was Shawmut; the inhabitants of Charlestown called it Trimountaine or Tremont, and at the first session of the General Court, September 17, 1630, the name of Boston was given to it, in honor of Sir Isaac Johnson of Boston, England, who was one of the principal promoters of the colony.

In 1632 the General Court declared it to be "the fittest place for public meetings of any on the bay," and ever afterward it was the capital of Massachusetts.

While all this was taking place, a small band of Puritans arrived from England and three months before the settlement of Boston they settled the town of Dorchester.

It is also interesting to know that the best country in the world received its name from the Continental Congress, September 9, 1776, when it was resolved "that in all Continental commissions where heretofore the words 'United Colonies' have been used, the style be altered for the future to 'United States.'"

CHAPTER II.

ARRIVAL OF THE "MARY AND JOHN" — DORCHESTER SETTLED.

Rev. John White, "Patriarch of Dorchester" — Temporary settlement at Cape Ann — Preparations in 1629 for the Dorchester Colony — Special qualifications of members of the party — Organization of the Church — "Mary and John" sails March 20, 1630, with 140 passengers — Trouble off Nantasket Head — Scouting parties seek for place to settle — Ideal place found at Mattapan — Landing made on south shore of what is now South Boston — Gov. Winthrop visits Dorchester — Settlers allotted plots within which to build their houses — Fort built on Rock Hill, now known as Savin Hill — Reason for naming the settlement Dorchester — Description of the town a few years after settlement — Indians — Grantees of lands before 1636.

TO enable one to comprehend the story of South Boston, it is necessary to show how it came about that the peninsula forming that district grew so rapidly in population, and especially of the many great changes that occurred in the territory therein contained, to refer, as briefly as possible, to the very early history of that section of which South Boston, or as it was then called, Dorchester Neck, was a part.

Dorchester was the earliest settled, and in fact was one of the first towns established in New England. Dorchester Neck was a part of that enterprising town and for almost two centuries their histories ran together.

It must not be misunderstood, however, that that portion now known as South Boston, was left unnoticed, for it was entirely owing to the excellent opportunities for pasturing their cattle that the early settlers decided to plant the town of Dorchester, and this pasturage was right where South Boston has since been built. Even within the first half century of the settlement of Dorchester, there were two commodious residences built at Dorchester Neck.

The territory originally known as Mattapan by the Indians, was settled about June 6, 1630. The 140 passengers of the good ship "Mary and John" were the first permanent settlers.

To no man more than Rev. John White of Dorchester, England, is due the sending out of that gallant band of Puritans. He was the acknowledged father of New England colonization, and no other man and no other country were more entitled to such a memorial or recognition for the introduction of permanent settlers here.

He was frequently and justly termed "Patriarch of Dorchester," and he well deserved the title. Born in Stanton, St. John, Oxfordshire,

England in 1575, he was educated in Winchester and Oxford where he became a perpetual fellow, 1595. In 1606 he was appointed rector of the Holy Trinity Church, Dorchester, and held the position for 40 years. He was a moderate Puritan and conformed to the Church of England, keeping the town in good order and was noted for his zeal in reforming the manners of the people.

In 1624 he projected the new colony of Massachusetts for those who could not conscientiously conform to the discipline and ceremonies of the Church of England.

His residence in Dorchester afforded him acquaintance with persons engaged in the New England fisheries, and he was one of a party that formed an association and raised £3,000 for the purpose of making a settlement on the shores of New England. He also had the much higher motive in view, one that he had long cherished, of forming a community in New England where all who felt themselves aggrieved by religious or political persecution might find refuge.

This association directed several vessels to Massachusetts Bay in 1624 and landed many men on Cape Ann. Discouraged because of misconduct of the people and also because of great pecuniary loss, Roger Conant, superintendent of the enterprise, with a few remaining settlers, two years later removed to Salem.

This alarmed Rev. Mr. White and he feared the destruction of his pet project. In every possible way he cheered the little band of patriots; he wrote Conant to remain and have courage, and in 1628 another vessel was despatched to Salem. Rev. Mr. White had secured the assistance of Sir Richard Saltonstall, Isaac Johnson, Matthew Craddock and others.

In May 1629 the Massachusetts charter on the petition of this company, was granted. It received the great seal, and three ships sailed from the Isle of Wight with 300 passengers, including two ministers, Higginson and Skilton, for Salem.

In the summer of 1629, Rev. Mr. White wrote to Gov. Endicott, who had been chosen the first Governor of Massachusetts, to appoint a place of habitation for 60 families who were to be sent from Dorsetshire, or Dorchester, as it was also called, and who were to arrive the following spring.

He then made preparations to send out this band of Puritans. More than usual care was taken in making up the company. It was determined that it should include such material as would compose a well ordered settlement and an independent community.

To spread the gospel and inculcate true religious feeling and also to strive to bring the Indians to the faith, Rev. John Maverick and Rev. John Warham were chosen.

Roger Ludlow and Edward Rosseter, two members of the government, chosen by the freemen and stockholders of the company in London, men of strong character and education, were joined to the band that their skill and wisdom might aid in preserving order.

A large number of middle-aged men, with adult families and good estates, were also picked out. Of these there were Henry Wolcott, Thomas Ford, George Dyer, William Gaylord, William Rockwell and William Phelps. Then there was a large portion of active, well-trained young men, earnest and zealous, either just married or without families, among whom were Israel Stoughton, Roger Clap, George Minot, George



"MARY AND JOHN."

Hall, Richard Collicott, Nathaniel Duncan and many others. Upon such men as these it was expected that the more severe toils of the new settlement would devolve.

To form a nucleus for a military body, three men of considerable military experience were chosen — Capt. John Mason, Capt. Richard Southcote and Quartermaster John Smith.

This company of emigrants, gathered largely from the western counties of Devon, Dorset and Somerset, very few of whom had met before, assembled in the New Hospital, Plymouth, England. Rev. John

White was present and delivered to them a strong, fervent sermon. In the afternoon of the same day a church was organized and the Rev. John Maverick and Rev. John Warham were assigned to take charge of the flock.

March 20, 1630, the company, numbering 140, set sail in the "Mary and John," a vessel of 400 tons, under command of Capt. Squeb. She was the first of Winthrop's fleet to start and it is said that the fleet numbered 11 vessels.

It was distinctly set forth in the ship's papers, that it was the Charles River, the spot indicated by Gov. Endicott, for which the passengers were destined, and Capt Squeb thus received his orders.

The seventy days' voyage was without important incident, although it was sometimes stormy and many were sick. The vessel arrived off Nantasket Head, Boston Harbor, May 30. Either through ignorance and absence of charts and maps at that time, or through obstinacy of Capt. Squeb, he refused positively to continue further and would not go up to the Charles River.

Appeals and threats of the passengers were useless and so the passengers and their goods were landed at Nantasket Point and they were left to shift for themselves.

It is said that Capt. Squeb was afterward mulcted in heavy damages for failing to keep his agreement. It is interesting to consider, however, that had he brought the passengers to the Charles River there might have been a different history of Dorchester and South Boston. It is also noteworthy that, like the Robinson who had taken such a prominent part in the sending of the early Pilgrims to Plymouth, Rev. John White, equally prominent in the settlement of Dorchester, never set foot on the soil of Massachusetts.

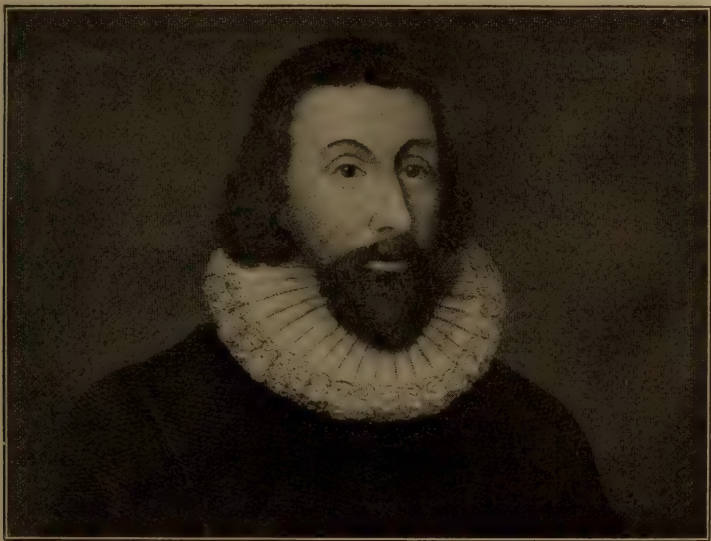
Rev. John White died July 21, 1648, after having succeeded in his desire to provide a haven of refuge for those seeking religious freedom.

After a night's rest at Nantasket, eight of the passengers of the "Mary and John" with Capt. Southcote and Roger Clap, took one of the small boats and started off in search of a place to settle. Having in mind the Charles River as their objective point they rowed in that direction. Soon other boats went in other directions to also explore the coast. Many of those who remained on the vessel were in feeble health, made so by the long sea voyage.

Capt. Southcote's boat at once proceeded up the harbor and reached what is now the peninsula of Charlestown. There were found several Indians and also Thomas Walfourd, a fisherman, living in a thatched hut. They did not remain long but continued up the river to Watertown and spent the night where now is the government arsenal. There they had a friendly interview with Indians, but the locality did not just suit them.

A few days later they received word to return at once to the ship as one of the other scouting parties had found an ideal place at Mat-tapan, so called by the Indians.

The scouting party that had discovered this favorable spot was in charge of Roger Ludlow and Edward Rosseter, and in addition to being an ideal location, bordering on the sea, which was the principal advantage, the splendid opportunities for pasturing the cattle was a requirement that led them to make the decision to settle here. Almost the entire eastern portion of the territory was fine pasture land and further westward the soil was just suited for cultivation.



GOVERNOR JOHN WINTHROP.

Considerable difficulty was experienced in getting the baggage and cattle ashore. It was a great distance from Nantasket to the point in Dorchester Bay where the landing was made.

In their records and letters mention is made of a little projection from the land, and it states that just beyond this projection the landing was made.

On the south shore of South Boston, between I and K Streets, there has always been a noticeable projection, and it has always been recognized as near the place, about at the foot of the present Old Harbor Street, that the passengers of the "Mary and John" landed.

Once ashore they immediately looked about for suitable locations to build their homes. Close to the landing seemed to be too marshy. While there were excellent meadows and fields, a beautiful outlook, yet the land was not of the best for dwelling purposes.

So, taking up their burdens, they turned westward and finally decided upon the vicinity of what was soon afterward named Rock Hill, afterward changed to the present Savin Hill. It was the best place for building their dwelling houses and was the nearest point to Mattapan-nock where they intended to pasture their cattle.

All was excitement then for several days. The rest of their belongings were transferred from the ship to their settlement. Men were employed in cutting timber and erecting rough huts or tents and others built neat little cottages. A few spent the time in exploring the neighborhood. In fact all who were not sick were busy doing something.

Sunday, June 6, 1630, was observed as a day of rest and thanksgiving and the settlement of the town is reckoned from that day.

Two weeks after the arrival of the Dorchester colonists, Gov. Winthrop, the second governor of Massachusetts, and his companions, with the other ships of the fleet, arrived at Salem, and three days afterward he visited the Dorchester colony.

During the months immediately following the settlement the people became more and more pleased with the location they had made and they were not at all sorry that they had given up the idea of proceeding to the Charles River. Elsewhere they could get but little more than they enjoyed at Mattapan. There was excellent fertile land, good pasturage, friendly Indians, facilities for fishing, and above all, liberty and freedom.

The settlers made their habitations compact and each had a certain plot or pale marked out within which every one was to build his house. A half acre was marked out as the size of the house lot within the pale. After the recovery of those who had suffered from the sea voyage, good health prevailed for many months. The visit of Gov. Winthrop gave them added cheer. On his way back to Salem he visited the "Mary and John" and settled the difficulty between the captain and the passengers.

For the purpose of affording protection and for the general interest of those of the party who were trading men, a fort was built on Rock Hill and several pieces of ordnance were mounted near the waters edge. Though these stout hearted pioneers were devout in their faith they were also evidently confident in the efficacy of powder and ball.

Soon, however, the channel was found inadequate for large vessels and the landing thus being difficult, the original intentions of some of

the traders to make it a commercial centre were abandoned and Boston and Charlestown became the ports of entry.

September 7, 1630, the Court of Assistants ordered that "Tri-mountaine shall be called Boston; Mattapan, Dorchester; and the towne upon the Charles Ryver, Watertown."

Why the name of Dorchester was given to the settlement has never been fully explained, but it is supposed to have been as an honor to Rev. John White, of Dorchester, England. That portion called by the Indians, Mattapan, was named Dorchester, and what was known as Mattapannock was named Dorchester Neck, until the annexation to Boston.

In a description of the town a few years after the settlement, Woods writes: "Dorchester is the greatest town in New England, but I understand that others equal it since I came away. It is well wooded and watered and has very good arable grounds and hay grounds. It has fair corn fields and pleasant gardens and there are a great many cattle. It hath a reasonable harbor for ships. There is no alewife river, which is a great inconvenience. The inhabitants were the first that decided to stay upon New England in the bay, but received so much fruit of their labors, that they encouraged others to the same undertaking."

Josselyn describes it as follows: "Six miles from Braintree lyeth Dorchester, a frontire town, pleasantly seated and of large extent into the mainland, well watered with two small rivers, and houses to the number of about a hundred and more, beautified with fair orchards and gardens, having also plenty of cornland, and store of cattle, counted the greatest town heretofore in New England, but now gives way to Boston. It hath a harbour and place for ships."

When the Dorchester settlers arrived the Neponset Indians occupied the territory thereabouts. They were considered the residuary legatees of a much larger and more important Indian nation, the Massachusetts Indians, who occupied, previously, the circle which now makes Boston Harbor, from Malden to Cohasset. The Massachusetts Indians numbered about 7500.

Chicatawbet was the chief of the Neponset tribe and lived near Squantum Farms. He was regarded by Winthrop and others as the most important chief about the bay. Winthrop's sincere assurance of friendship prevented the government from fortifying the peninsula of Boston.

A deed of release of the territory was secured by the Dorchester people, from Josias, son of Chicatawbet, forty years after their arrival. This was considered a wise precaution and other towns quickly followed suit.

As the Europeans continued to arrive the Indian tribes became

reduced. One hundred years later there were scarcely one-fourth of the original number.

Chicatawbot died in 1633 of smallpox, leaving a family of small children. His brother, Cutshumaquin, succeeded him, but he was more under the influence of the colonial governor.

The Indians had no use for land and willingly parted with it. They were generally depressed in spirits and willingly agreed with the settlers on material matters.

The Indians confined themselves to a section near the Dorchester Lower Mills and here John Eliot preached to them in 1646. Mr. Eliot was much interested in their welfare and became convinced that they should have a retired place from the whites. Accordingly, in 1656, there was granted 6000 acres of land for their sole use, and this was called Punkapog. To this place they removed and in time became extinct.

A list of the passengers on the first voyage of the "Mary and John" has not been preserved, but the following is an alphabetical list of all the grantees of land whose names appear on the Dorchester records before January, 1636, and comprise nearly all the first settlers :

John Allen	William Hannum	Mr. Pincheon
Thomas Andrews	Thomas Hatch	Andrew Pitcher
Thomas Bascomb	William Hathorne	Eltwood Pomeroy
John Benham	John Hayden	Goodman John Pope
John Brancker	Mr. John Hill	William Preston
John Bursley	Thos. Holcomb	David Price
Bernard Capen	Joseph Holley	George Proctor
John Capen	John Holland	Widow Purchase
Joshua Carter	John Holman	Philip Randall
Robert Clap	William Hosford	Thomas Rawlins
Bray Clarke	John Hoskins	Edward Raymond
Joseph Clarke	Simon Hoyt	Thomas Richards
Augustin Clement	William Hulbert	Richard Rocket
John Cogan	George Hull	William Rockwell
Richard Collicott	John Hull	Bray Rosseter
Aaron Cook	Thomas Jeffreys	Hugh Rosseter
Robert Deeble	Mr. Johnson	Thomas Sandford
Thomas Deeble	Richard Jones	Matthew Sension
Nicholas Denslowe	Thomas Jones	Henry Smith
Thomas Dewey	Thomas Kimberly	John Smith
Thomas Dimocke	Thomas Lambert	Capt. Richard Southcote
Nathaniel Duncan	John Leavitt	Ancient Stoughton
George Dyer	Capt. Wm. Lovell	M. Israel Stoughton
Bigot Eggleston	Roger Ludlow	George Strange
John Eeles	Thomas Makepeace	William Summer

Robert Elwell
Richard Fay
Henry Feakes
Walter Filer
Joseph Flood
Thomas Ford
Stephen French
Humphrey Gallop
William Gaylord
Giles Gibbs
Christopher Gibson
John Gilbert
Jonathan Gillett
John Glover
Ralph Glover
John Goyt
Edmund Grant
John Grenaway
Nathaniel Hall

Thomas Marshall
Thomas Marshfield
Capt. John Mason
Rev. John Maverick
Alexander Miller
John Miller
George Minot
John Moore
Edmund Munnings
Mr. Newberry
John Newton
John Niles
James Parker
Elias Parkman
George Phelps
John Phelps
Humphrey Phinney
John Pierce

Thomas Swift
Joshua Talbot
Stephen Terry
Thomas Thornton
Thomas Tileston
John Tilley
Francis Tuthill
Joshua Tuthill
Nicholas Upsall
Rev. John Warham
Henry Way
John Whitfield
Bray Wilkins
Roger Williams
David Wilton
Henry Wolcott
John Woolridge
Henry Wright

CHAPTER III.

DORCHESTER FROM 1630 TO 1650.

Settlers quite contented—Dorchester surveyed at an early date—Crops poor the first year and suffering consequent—Relief in the ship "Lion"—Dorchester boundaries extended—Privilege of freemanship to twenty-four residents of Dorchester—Change in ministers—Exodus to Connecticut—First town government—Arrival of eighty settlers in 1633—Dorchester members of the first Massachusetts Legislature—First water mill erected—First burial place—Proportion of taxes October, 1633—Formal division of Dorchester Neck (South Boston) in 1637—List of those having exclusive privileges by this division—Rules for pasturing cattle at the Neck—Roads and paths before 1650—The first street laid out in Dorchester led to the Neck—Topography—Counties first formed.

TEMPORARY habitations erected, the work of the settlers was to advance the interests of their little community in every way possible. From day to day they learned to be more and more content with their condition. The location just suited them, and as every one took hold and worked they were bound to succeed.

The entire territory settled by these people and named Dorchester, was surveyed at an early date, including all the salt marsh, fresh meadows and arable lands, and then there was a division into house lots and each received his share.

There is no way of finding just how the estates were allotted. It is not known just how much each family received or what rule was followed in making the allotments. The very early records have long since been destroyed.

It is generally accepted, however, that the pecuniary condition of the persons, the number in family and other circumstances of a like nature were the determining factors.

It is certain that a few of the larger estates were owned by stockholders in England, according to the patent.

These lands were ever regarded as the inheritance of the first settlers and their descendants.

At the outset all was bright and prosperous and the prospects were the best. The supplies they brought with them were abundant and for a time there was plenty and all went well. But having arrived too late to cultivate the soil, at the end of the first winter it was found the supplies were very low and for a time there was great suffering. Food became scarcer and scarcer. To many of them, with true

Christian spirit, it was accepted as a test of their courage and faith and all hoped and prayed for succor.

It is true, parcels of land and meadow had been granted to the several settlers, but the first year they produced nothing.

From a diary of Capt. Roger Clap is taken an expression of the situation. "Oh, the hunger that many suffered for the want of provisions," he writes, "and they saw no hope of immediate supply. Nothing but clams and mussels and fish. Bread was very scarce and sometimes the very crusts from my father's table would have been sweet to me. When I could have meal and water boiled together it was good, and one could not wish for better. It was not thought



MINOT HOUSE.



BLAKE HOUSE.

strange then to drink water and eat samp or hominy without butter or milk. It would have been a strange thing to see a piece of roast beef, mutton or veal, though it was not long before there was roast goat."

Through all this suffering and privation no one grumbled. None wished to return to England so long as they could enjoy the worship of God without molestation.

On the contrary, Roger Clap and others frequently wrote to their friends inviting them to the new country and to there enjoy real freedom.

In 1631 relief came when the ship "Lion," heavily laden with food, arrived. Following this was a rich harvest and from that time onward there were better times. The suffering and privation they had endured had taught them to be economical and they were ever ready for a "rainy day."

The original boundaries of Dorchester varied. This was occasioned by the continual increase in territory and new grants of the court. A few years after the settlement, Dorchester extended and included the present towns of Milton, Stoughton, Canton, Sharon, Foxboro and a part of Wrentham, a district 35 miles long and running to within 160 rods of the Rhode Island line.

All historians recognize the old Minot house on Chickatawbut Street, Neponset, erected before 1630, as the oldest wooden house now standing on the continent. It has undergone many changes, however. The Blake House on Cottage Street, close to the South Boston line, was built before 1650.

Inasmuch as the Massachusetts charter was drafted for a trading company and not as a basis of independent government, and as its provisions applied only to the stockholders such as Edward Rosseter, Roger Ludlow, John Glover and possibly Henry Wolcott and T. Newberry, a large number of the first settlers had no political rights under the charter.

Accordingly the Court of Assistants extended to all suitable persons, the privileges of freemanship. On the first application for this right, October 19, 1630, 108 persons appeared, the following twenty-four from Dorchester :

John Greenaway	John Woolridge	William Phelps
John Benham	Bigot Eggleston	John Hoskins
Mr. Richard Southcote	John Philips	Nicolas Upsall
Rev. John Warham	William Rockwell	Roger Williams
Thomas Stoughton	Christopher Gibson	Thomas Lombard
George Dyer	Mr. Thos. Southcote	Mr. Ralph Glover
Thomas Ford	Rev. John Maverick	William Gallard
Stephen Terry	Henry Wolcott	William Hubbard

For many years Dorchester Neck was used solely for pasturage, and the only expense connected therewith was for the necessary fences or ditches used to prevent the cattle from straying off.

In 1633 it was ordered that all persons putting cattle in the Neck shall pay two shillings a head toward the charges, also stating the number and kinds of cattle to be allowed thereon.

To keep the cattle from straying away from the Neck fences were built. One of these was across the "Mouth of the Neck," about where is now the corner of Ninth and Dorchester Streets, which was not so broad then as it is now. A similar fence was also built at the "Mouth of the Little Neck," where is now Andrew Square.

Within a few years many changes occurred in the Dorchester settlement. Rev. Mr. Warham and a large number of people went to

Windsor, Conn., there to begin a new colony. Succeeding him was Rev. Mr. Mather, and with him also came a large number of new settlers.

The cause of this sudden and wholesale emigration was largely owing to the stories told of the rich bottom lands of the Connecticut Valley. Many of the Dorchester people were engaged in the fur business, and, learning of opportunities, went to Connecticut. During their first winter there (1634) there was much suffering and many walked back to Dorchester, glad to get there. The emigration to the Connecticut Valley did not cease until 1637.

For a while the affairs were administered by the Court of Assistants, but the local authority rested largely in the clergymen, deacons and magistrates, and meetings of the settlers were frequent. In 1633 it became evident that some form of government was necessary, and at a meeting held October 8, an order was passed which provided for a town government, the first in this country, and consequently of much historic interest.

The order read as follows :

"An agreement made by the whole consent and vote of the plantation, Monday, October 8, 1633.

"IMPRIMIS—It is ordered, that for the general good and well ordering of the affairs of the plantation, there shall be, every Monday, before the court, by eight in the morning, and presently upon the beating of the drum, a general meeting of the inhabitants of the plantation at the meeting house, there to settle and set down such orders as may tend to the general good as aforesaid, and every man to be bound without gainsaying or resistance."

From this year also dates the electing of selectmen, twelve being chosen, although the number varied at times. They were to order the affairs of the plantation, to have monthly meetings, and their orders, confirmed by the plantation, were to be in full force and binding upon the inhabitants. This form of government was soon adopted by the other towns.

Thus Dorchester enjoyed the distinction of having the first town government.

There arrived, July 24, 1633, from Weymouth, England, a vessel with eighty passengers, who settled in Dorchester.

Having received permission from the town, Israel Stoughton, in 1633, erected a water mill, and in January following, the privilege of erecting a fishing weir was also granted to him.

In November, 1633, an order was passed for a "decent burial place and a bier to carry the dead upon."

The importance Dorchester had attained is evident from the proportion of taxes levied October 1, 1633. While Roxbury, Boston, Newton, Watertown and Charlestown were each taxed £48 and Salem £28, Dorchester was assessed £80.

What was probably the first Massachusetts Legislature or General Court, met in 1634. It consisted of twenty-four persons, representing eight towns. The Dorchester plantation sent Israel Stoughton, William Phelps and George Hull.

In 1635 the fortifying of the towns, erecting beacons, arming and disciplining the soldiers and the appointing of a military commission in the colony was the answer of Massachusetts to demands of England.

Until 1637 all the inhabitants of Dorchester were allowed to graze their cattle at Dorchester Neck. In that year, however, there was a formal division of the Neck and several of the settlers secured from the town exclusive privileges to use the pasture.

There is no record to show what method was used to grant these privileges. This was, however, the very first division of South Boston lands, but not until a few years later was exclusive ownership given.

In this year twenty men were appointed by the town to make out a list of residents of Dorchester who were to be allowed to use the Neck. It must be understood that the Neck was not divided off into any lots or divisions, but was to be used in its entirety by the chosen one hundred or more.

Following is a list of those who first had exclusive privileges in Dorchester Neck, now South Boston :

Thomas Andrews	Mr. William Hathorne	Robert Pierce
Mr. Humphrey Atherton	John Hayden	Andrew Pitcher
Mr. James Bates	Richard Hawes	John Pope
Mr. Bellingham	Mr. Hawkins	William Preston
John Benham	Mr. John Hill	Daniel Price
Mr. Briggs	John Holland	George Proctor
William Blake	John Holman	Widow Purchase
Edward Bullock	John Hull	William Read
Mr. Nicholas Butler	Jonas Humphrey	Mr. Thos. Richards
Bernard Capen	Mr. Hutchinson	Joseph Rigby
John Capen	Richard Jones	Thomas Sanford
Edward Clap	Thomas Jones	Matthew Sension
Nicolas Clap	Mr. John Knight	Widow Smed
Roger Clap	Thomas Kinnersley	John Smith
Austin Clement	John Kinsley	Mr. Stoughton
Richard Collicut	Thomas Lambert	William Sumner
Robert Deeble	William Lane	Thomas Swift
Thomas Dickerman	Mr. Thomas Makepeace	Nicolas Upsall
Thomas Dimeck	Mr. Martin	Richard Wade

Nathaniel Duncan	Rev. Richard Mather	Nathaniel Wales
George Dwyer	Alexander Miller	George Way
John Eelles	John Miller	George Weeks
Joseph Farnsworth	Thomas Millet	John Whitcomb
Benjamin Fenn	Mr. George Minot	Edward White
Joseph Flood	John Moore	Mr. Whitfield
Widow Foster	Edward Munnings	Mr. Whitman
Christopher Gibson	Mr. Thomas Newberry	Bray Wilkins
Mr. John Gilbert	John Niles	Thomas Wiswell
Mr. John Glover	Mr. James Parker	Mr. Withington
John Greenaway	John Phillips	Henry Wright
Thomas Hatch	John Pierce	Richard Wright

It was about the time that the above grants were made and the Neck was divided and allotted, that there was quite a division of sentiment as to whether the Neck should be used for pasturage or for planting, and it was a question of perennial agitation at the town meetings.

In 1642 there were sixty votes for planting and twenty-eight for feeding. During the controversy it was generally agreed that using the Neck for both purposes, the minority shall fence against the majority on certain conditions, the conditions being as to the nature of the planting. If this agreement was not complied with then the planter was to be secured by the owner of the cattle against damage. The number of cows, calves, horses and oxen was limited.

No swine were allowed pasturage at the Neck at any time. There were penalties for all those who put more than their proportion of cattle in this common pasture and also for those who put them in before the appointed time, which was about the middle of April.

It will be seen that, all along, Dorchester Neck was recognized principally as a place of pasturage and there was no thought of erecting a dwelling place there.

The section then, as now, was a peninsula, although at high tide the water flooded the little Neck and thus made it an island.

Some idea of the roads, paths and ways on the Neck, which were largely "cuts across lots" may be had from a description of them as given prior to 1650.

Leading from Dorchester was the main road, "the Way to the Castle," following practically the line of the present Dorchester Street to Emerson Street (or the "old road" as it was called fifty years later) from what is now the corner of Third and Dorchester Streets, along to where is now situated Police Station 12, then along Fourth Street and on to the shore opposite Castle William, now Fort Independence.

Between what is now Andrew Square and Ninth Street were short

roads or paths, one on each side, for the accomodation of owners of meadow or marsh lands on Little Neck.

Then there was what was known as "the Way to the Nook," or "Nook Lane." The Nook was in the vicinity of the present Lawrence School. This lane left the main road near the corner of Seventh and Dorchester Streets (the southwesterly line of the lane is now the northeasterly boundary of the Shurtleff school house grounds) running northwesterly toward Nook Hill. This road accomodated the many owners of small lots in this part of the Neck and was sometimes called, especially in later years, "the Way to Mr. Foster's," his house, built in 1674 or thereabouts, being about where Dahlgren Hall now stands.

At the Great Neck (in the vicinity of Seventh or Eighth Streets) were narrow paths between lots leading to marshes.

The "Way to go down to the Beach" followed the line of the extreme northeasterly end of the present Dorchester Street, at Third Street, or, it is thought by some, ran in a more northerly direction from the same point to the harbor.

The "Way to Powow Point" was from a point on Emerson Street, about where is now the old Hawes church, running south to the well or spring in the vicinity of what is now the Mosquito Fleet Yacht Club.

There was a narrow path running westerly from Powow Point near the line of Seventh Street, and it is believed there was a path in continuation of this, around the southerly side of the hill, meeting the main road at the "Mouth of the Neck."

Probably the first street laid out in Dorchester was one beginning at the northeast end of what is now Pleasant Street, or at least that part of it between Stoughton and Cottage Streets. This is now called Pond Street and Crescent Avenue. From the Five Corners it ran northeast to a short distance below the Clapp residence, where there was a gate, and here, also, was the entrance to Dorchester Neck, called Little Neck.

There were several other streets laid out in Dorchester before 1640, but this particular one led to the Neck. The other streets were all near together and the houses were built closely so as to bring the people near each other.

What is now South Boston has undergone many changes since it was Dorchester Neck, particularly in its topography. The two principal and most prominent hills, known in later years as Dorchester Heights, then were known as East and West Hills, although the easterly one, whereon the Perkins Institution now stands, was sometimes referred to as the Middle Hill and another, nearer to City Point, was the most easterly hill.

These hills had several names during the Revolutionary period and maps of that time mark these eminences as Twin Hills, Strawberry Hill, Signal Tree Hill and also Nook Hill, or sometimes called Foster's Hill.

The most easterly of the Twin Hills has now almost entirely disappeared, but remnants of it may still be seen on East Fifth, between H and I Streets, and also in the vicinity of Storey Street.

What is now Independence Square was then known as Bush Tree Hill, but it was much larger in extent at that time.

The smaller hill, the highest point of which was about where the Lawrence School is now situated, was Nook Hill, sometimes known as Foster's, Fox or Dorchester Hill. The Continental army commanded this hill during the Revolution just before the evacuation of Boston.

Leek Hill was near the water's edge, at the northerly end of Dorchester Street. It was a small hill, yet was fortified during the Revolution. It was supposed to have been named after Thomas Lake, one of the first settlers of Dorchester, who once owned the land.

At City Point, where now is Marine Park, the land was much higher than now, and about 1812 batteries were erected thereon.

Dorchester Neck had several ponds, swamps and creeks in the 17th century. There was a pond on the Wiswell estate, near Fourth and G Streets, and there were others on K Street, near Fifth Street, K and Third Streets, D and Seventh Streets. There were two swamps at the Point near the present Marine Park and smaller ones were scattered throughout the district.

Creeks were many in number, especially in the neighborhood of Little Neck, and there were two on the Great Neck, these latter cutting off communication between Dorchester and the Neck at high tide. In the vicinity of the present Broadway and D Street there was quite a creek and in later years Broadway at that place was only passable over an improvised bridge. Many salt and fresh water marshes are mentioned in the old deeds.

Powow Point with its spring of fresh water, at the foot of what is now K street, was undoubtedly named for some Indians who camped there.

There was a great training day in Boston, lasting two days, Sept. 11 and 12, 1641, and the Dorchester soldiers took a prominent part.

In 1642 the first efforts to lay out and divide the lands on the Neck were made. Messrs. Jones, Glover and Wilkes were made commissioners to give allowance to swamps as they might deem best. A portion of the Neck was reserved exclusively for the cattle, a common pasture.

In 1645 a directory was adopted wherein were written rules and orders. Some of them were as follows:

“All things to be considered at the town meeting shall be previously placed in the hands of the Selectmen.

“All matters of importance shall first be in writing and read two or three times distinctly, before being voted on.

“Every man shall have liberty to speak his mind meekly and without noise.

“No man shall speak when another is speaking.

“All men should countenance and encourage all the town officers and not to find fault or revile them in the due execution of their offices.”

During this year, also, it was provided that at the town meetings the Selectmen “shall choose one of their number as the Moderator.”

The original division of the Massachusetts Bay Colony into counties was on May 10, 1643. It was then that Essex, Middlesex, Suffolk and Norfolk were formed. Suffolk county, as then constituted, contained Boston, Roxbury, Dorchester, Dedham, Braintree, Weymouth and Nantasket.

Suffolk county, in 1901, is sixteen miles at its greatest length and eight and one-half miles at the greatest width.

CHAPTER IV.

DAILY LIFE OF THE EARLY SETTLERS; DRESS.

Humble abodes in early years — Better style of dwellings in later years — Costumes of the day — Daily routine of a farmer and his family — Various occupations engage the time of the early settlers.

IN two hundred and seventy years many changes occur in the style of dwelling houses, interiorly and exteriorly, in the dress and habits of the people and even in the daily routine of the individual.

Although the inhabitants of Dorchester were but few in numbers in the 17th century, yet each was expected to do his or her share in the upbuilding of the town, each was in duty bound to live not only for self but for the general welfare and advancement of the community. Work they had and work they did, willingly and without complaining, and the greatest care was taken that all should lead true Christian lives, and every effort made to have all attend the church of God and listen to the words of wisdom intended to direct them in the right path and make of them good and worthy citizens.

The head of each family had the privilege of choosing his own homestead, although other lands were distributed by grants. At first the abodes were small, unpretentious affairs, mostly built of logs and covered with thatch taken from the salt marshes near by.

Thoughtful and considerate for the wants and welfare of the community a piece of land was reserved for the free use of the inhabitants, whereon to build in the future, but this rule, it is said, was broken by their descendants who took possession of it all.

Industry and indefatigable labor soon bore fruit and the settlers in a few years built a better class of dwellings. The timber used was principally of oak, calculated to stand the test of time and the fierceness of tempests. In their clothing they maintained a similarity of style and finish.

Soon the small, humble huts, gave way to neat little cottages, many a story and a half in height, but with additional rooms and much more space. Well cared for farms pointed toward prosperity and better times.

There are a few of the early houses still standing in Dorchester that show the style of those times, and now, with a few alterations and some rebuilding, are the original houses of the 17th century.

The best idea of the dress and habits of the first settlers of Dorchester is obtained from a book by Rev. Charles Brooks. His description is interesting, although lengthy, and the following is only an abstract :

"The every day dress was very plain and comfortable, but Sunday suits were more elaborate and expensive. The men, on Sunday, wore broad brimmed hats, turned up into three corners, with loops at the side, showing full bush wigs beneath them; long coats, the very opposite of swallow tails, having large pocketfolds and cuffs, and without collars, the buttons either plated or of pure silver and of the size of a half dollar.

"The vests, also without collars, were long, with graceful pendulous lappel pockets. The shirts had bosoms and wrist ruffles, with buckles at the wrist united by a link. The neck cloths or scarfs were of fine linen or figured stuff, or embroidered, the ends hanging loosely.

"Small clothes were in fashion and only reached a little below the knees, where they were ornamented with silver buckles of liberal size. The legs were covered with gray stockings and the feet with shoes ornamented with straps and silver buckles. Boots were sometimes worn, having broad white tops, and gloves were also in fashion on great occasions, and mittens in winter.

"A gentleman with his cocked hat and white bush wig, chocolate coat, buff vest and small-clothes, brown stockings and black shoes ruffles, buckles and buttons, presented an imposing figure, and he was a man who would probably demean himself with dignity and intelligence.

"Rich men dressed very expensively. They had a scarlet coat, wadded skirts, full sleeves, cuffs reaching to the elbows, wristbands fringed with lace, embroidered bands, tassels, gold buttons, vests fringed with lace and small-clothes with puffs, points, buckles and a sword hanging by the side.

"The visiting dress of the women was more costly, complicated and fancy than their husbands or brothers wore. Their coiffures were so high as to bring their faces almost into the middle of their bodies. They wore black silk or satin bonnets and their gowns were extremely long waisted with tight sleeves, which were oftentimes very short and with an immense frill at the elbow. They had spreading hoops and long trails, high heeled shoes, and, dressed in their brocades, flounces and embroidered aprons, they were prepared for any social function.

"Their dress on the Sabbath was simple, secure and modest. A cheap straw hat with only one bow on the outside and no ornament inside, topped off the head. A calico dress of sober colors, high up in the neck with a simple white muslin collar just peeping around

the top, a neat little shawl and a stout pair of shoes, and they were dressed ready for church."

To understand the habits and the daily routine of the people, it may be well to follow a family of moderate circumstances throughout their duties on a Saturday and Sunday.

Let us suppose the father is a strong, able-bodied farmer of about forty-six, and his wife seven years his junior. Their first child is a son of eighteen, and the next a daughter of sixteen. Then there are three boys, fourteen, eleven and eight, and the youngest child is a daughter of six.

Of hired men they had none. Extra help came from what they called "change work."

Before daylight Saturday the entire family was awake and about their morning ablutions. The father, awake first, lighted the fire under the kettle in which the water for the porridge was to boil. Then he called the boys and finally the mother and eldest daughter, followed shortly afterward by the youngest of the family.

A wooden wash basin in the sink served each in turn and one roller towel sufficed for wiping all the faces. With all the sturdiness of their nature they went about their duties.

The dress of each was suited to their work. The father wore an old cocked hat or a thick cotton cap, no cravat but a low shirt collar, a short frock of strongest warp, a pair of old leather breeches and leggins which were tucked in above the knees and tied over the shoe with a string round the middle of the foot.

The boys had cotton caps or the remnants of old felt hats, short jackets of the coarsest fabric, leather breeches and leggins.

Just as the sun rose over the horizon the father and three sons were in the cow yard, milking. Then the youngest boy drove the cows to pasture, across to Dorchester Neck, replaced the bars, and hastened back to his next duties. The hogs had received their allowance of buttermilk, and the morning milk was strained off for the cream or heated to begin a cheese.

Returning to the house all joined in the reading of the Scriptures, after which they had breakfast, which in winter was by candle light, and in summer by dawn.

The father asked divine blessing and then all ate heartily of the pea porridge dealt out in small wooden bowls, and from a small central dish some salted shad and smoked ale-wives or perhaps some fresh eels caught from the bay the evening before.

Brown bread and beer were served and sometimes the children were regaled with samp and milk and the father with boiled salt pork. After breakfast the father returned thanks.

Father and sons then returned to the fields for work, the hour being 6 o'clock. With their tools they took the family gun, more to be ready for game than for protection.

By 8.30 the laborers were ready for lunch which consisted of smoked shad, bread and cheese eaten from the basket in which they brought it, and cider.

During the forenoon they did much work and were glad of a respite when they heard the dinner horn about 11.45. Just at noon they sat down to the dinner table, a blessing was craved and they began with the Indian pudding which they relished with a little molasses. Next a piece of broiled salt pork or black broth, fried eggs, brown bread, cabbage and cider. The dinner was styled "boiled victuals," and the plates "wooden trenchers."

Until one o'clock the laborers were allowed to "noon" and were free to sleep or play. Then they returned to the field and perhaps found that a fox had killed a sheep. The father took the gun and started in pursuit, leaving instructions if the boys saw the fox to whistle as loud as they could.

At 3 o'clock there was a drink of good beer for all, the only pause in the afternoon's work which ended at five. Then the youngest drove home the cows and the milking finished at six. The hogs and sheep were put in their enclosures and the faithful dog left to watch them for the night.

Everything well housed up, supper was ready. The father took a slice of cold broiled pork, the usual brown bread and beer, while the boys had milk porridge or hasty pudding. In season they had musk melons and on occasions cherry wine. Sometimes they had boiled Indian corn mixed with kidney beans. Into bean and pea porridge they put a slice of salted venison. They also delighted in succotash. The meat of the shagbark was dried and pounded and put into the porridge to thicken it. They parched corn and pounded it and made it into nokake. Baked pumpkins were common. The extra dish for company was a cake made of strawberries and parched corn.

Supper, like the other meals, was preceded by asking a blessing and followed by offering thanks. At 7 o'clock a neighbor called, a mug of cider was drunk by way of entertainment, and at 7.30 the neighbor had gone and the family was ready for evening prayers. In the morning the Old Testament was read and in the evening the New. Eight o'clock and all had retired excepting the youngest boy who had been given permission to stay up an hour later.

Mother and daughters, likewise, had their daily routine. The house consisted of two covered rooms below and a kitchen and two lofts used as attics for sleeping rooms. These rooms were but little care and the beds could be made in a short time.

After the breakfast was cooked and set with wooden plates, pewter spoons, two knives and forks, and the good things eaten, the women washed the dishes and one of the daughters prepared the men's lunch. Then the cheese was made with great care.

Saturday was baking day and the three females were kept particularly busy. The oven had its opening on the outside of the house, behind the chimney, and was double the size of modern ones. One daughter brought wood to heat the ovens, another got Indian meal and rye and a third brought in a pail of water. There were beans to be picked over, pork to be cut and dough to be kneaded. The baking for seven days required three hours steady work.

At 11 o'clock preparations for dinner began, and at the proper time the daughter blew the horn.

There was no washing of dishes until the batch was set in the oven. First went in the bread because that required the strongest heat, then the huge stone pot of beans and beside it the Indian pudding in a broad, deep earthen bowl. The oven's mouth was stopped with a piece of plank and the crevices stopped with clay.

In the afternoon, the house being nice and tidy, the mother did some weaving, the elder daughter a little mending and the child stole away to play with her pet lamb. A female neighbor called to invite her friends to a "quilting" and the anticipation of the event made the young folks happy. When the brothers returned for supper the "quilting" was announced.

With the setting of the sun the Sabbath was begun. All gathered about the domestic altar and the pious father read the Scriptures and offered prayer. After weekly ablutions all retired to rest, although the father first counted up his weekly gains and the mother planned for the good of her children.

In the morning all awoke much refreshed and they prepared for the day which was to be free from manual labor except what was absolutely necessary.

The hour of rising was late and nothing like hurry was known. After the milking and the chores there was breakfast, at which there was usually a surprise with a fresh baked apple pie. Each of the young folks took a slice in hand and immediately proceeded to business.

After breakfast there was morning worship. The father took down the Bible and read. With all standing the father offered a prayer, thanking the Giver of every Good for His bounties, confessed his sins with penitence and humility and asked for pardon through a Divine Redeemer. He took care to thank God for the religious freedom enjoyed in America.

During the hour that then elapsed before the start for meeting the children committed to memory a few verses of the Bible or a hymn or a page of the catechism, and the mother taught the daughter some Christian history. The father finally acted as superintendent of this, the first and best of all Sunday schools.

The hour having arrived, the start was made for the meeting-house, and no matter what the distance to that place may have been, there was no excuse for non-attendance. God's command and the penalties of the statute law decided this without equivocation. If the weather was fair the children walked, each dressed in full Sunday attire and feeling it of paramount importance not to tear or soil their clothes.

The father mounted a horse and took his wife upon a pillion behind him. If it rained the oxen were hitched to the cart and, seated therein, they made their way to meeting.

Services began at 11 and was a glass and a half long, ending at 12.30. A half hour intermission was spent about the meeting-house where friends met and talked of what had occurred since the last Sabbath. The young folks, doubtless, did not always talk religion.

The afternoon services were from 1 to 2.30 and an hour later the family reached home.

All partook of the meal, then, which was really dinner and supper, and from the oven was taken the pot of beans, Indian pudding, all perfectly done, having been in prison twenty-four hours. After grace the pudding was first served. That was so nice that two slices was necessary to satisfy. Then there was a piece of pie.

After Sunday clothes were removed the mother assembled her children about her, each seated on his block, and heard them recite the catechism and then endeavored to impress their minds with the sermon of the day. The religious exercises of the Sabbath were concluded with the reading of Scriptures and family prayer.

Father and son then went to the barn and the milking was soon finished. With the setting of the sun the Sabbath was over. The wood for the next day's washing was carried in, the great kettle filled with water, kindling put in the corner and everything ready for an early start.

In the evening the eldest son slipped out, clad in his evening dress, and at 7 o'clock "dropped in" accidentally at neighbor A's house whose blooming daughter of seventeen he enjoyed watching. The visit was short and he then returned home.

At home the children had been led in singing of the good old psalm tunes, and at 8.30 the candle was out and the day of worship and rest had ended to the farmer's family.

In those days the "singing school" was the favorite social function

and all delighted to participate. Fashion, the labor of little minds and not the repose of great ones, had not become the fickle tyrant we now see it. They aimed at health, and the children who were born weak and feeble could not be kept alive as they now are by modern skill, hence the robustness of those who did survive.

Our fathers had strong common sense, and while they were devoted to a Puritan faith and an exclusive church, they did not lose their humanity, but the very necessities of their condition brought them to the most practical results, and to the soundest philosophy of life.

CHAPTER V.

THE CHURCH AND SCHOOL IN EARLY DAYS.

First church of Dorchester organized before the departure from England — Location of the first meeting-house — New meeting-houses in later years — First free school supported by taxation — Location of the first school-house — First teacher — First school committee — Name of the first school — Rules for the government of the school — Thompson's Island — Other schools.

ALTHOUGH Rev. John White was the founder and prime mover in the organization of the church, the members of which settled Dorchester, yet he was never the pastor of the congregation. To him New England owes a great debt.

There was for many years, and until quite recently, a controversy as to whether the first town meeting and the first free school in Massachusetts were established in Dorchester, and this question is somewhat mixed up with the church question. But now it is generally accepted that the first church was that in Dorchester, organized before the departure from England.

In August, 1630, when the Court of Assistants decreed that one-half of the support of the ministers was to be taken from the public treasury, Salem and Mattapan were excepted, because they had been established before their arrival in this country.

The Dorchester church was established with Rev. John Maverick and John Warham as ministers.

The first meeting-house was erected shortly after the settlement was completed. It was built on Allen's Plain, near the corner of Pleasant and Cottage Streets, in 1631, and the first settlers of Roxbury united themselves with the Dorchester church and worshipped with them during its first year.

On the fourth day of each week, according to an understanding with the other plantations or settlements, Rev. Mr. Warham gave a lecture which was generally largely attended.

The first meeting-house was of fairly good size, one story in height, with palisadoes and guarded against Indian attack, and was also used as a depot for military supplies.

Rev. Mr. Maverick was a man of very humble spirit, faithful in furthering the work of the Lord, zealous in every duty, both in church and state. He was pastor until 1636, when he died.

Rev. Richard Mather, with about 100 men and women, anxious to participate in the settlement of New England, arrived in Boston, August 16, 1635, and immediately on arrival he received numerous calls to settle at various places. After considerable thought and on the urgent advice of friends, he accepted the call to Dorchester, and with many of the people who had arrived with him, he moved there during the latter part of 1635 or the early part of 1636. He was chosen to fill the vacancy occasioned by the departure of Rev. Mr. Warham, to Windsor, Conn.

On the death of Rev. Mr. Maverick in 1636, Rev. Richard Mather assumed sole charge.

The separation of many of the first inhabitants from the town and their removal to the borders of the Connecticut River, necessitated a reorganization of the church, and the following covenant was agreed to :

“Dorchester Church Covenant made the 23rd day of the 6th month, 1636.

“We, whose names are subscribed, being called of God to join ourselves together in Church Communion, from our hearts acknowledging our own unworthiness of such a privilege, or of the least of God’s mercies ; and likewise acknowledging our disabilities to keep Covenant with God, or to perform spiritual duty which He calleth us unto, unless the Lord Jesus do enable us thereunto by His spirit dwelling in us, do, in the name of Christ Jesus, our Lord, and in trust and confidence of His free grace assisting us, freely covenant and bind ourselves, solemnly in the presence of God Himself, His holy angels, and all His servants here present, that we will, by His grace assisting, endeavor constantly to walk as a Right Ordered congregation of Christ, according to all the holy rules of a church body, rightly established, so far as we do already know it to be our duty, or shall further understand out of God’s Holy Word, promising first and above all to cleave unto Him as our chief and only good, and to our Lord Jesus Christ, our only spiritual husband and Lord, and our only high priest and prophet and king. And for the furthering of us to keep this blessed Communion with God and His Son, Jesus Christ, by His grace assisting us, to endeavor the establishing among ourselves, all His holy ordinances which He hath appointed for His church here on earth, and to observe all and every one of them in such sort as shall be most agreeable to His will, opposing to the utmost of our power what is contrary thereto, and bewailing from our hearts our own neglect hereof in former times, and our polluting ourselves with any sinful invention of man.

“And, lastly, we do hereby covenant and promise to further to our utmost power, the best spiritual good of each other, and of all and every one that may become members of this congregation, by mutual instruction, consolation and spiritual watchfulness over one another for good. And to be subject in and for the Lord to all the administrations and censures of the congregation to the rules of God’s most holy word. Of the integrity of our hearts herein, we call God, the searcher of all hearts, to witness, beseeching Him so to bless us in this and all our enterprises, as we shall sincerely endeavor by the assistance of His grace to observe His holy covenant in all the branches of it inviolable forever, and where we shall

fail there to wait upon the Lord Jesus for pardon and acceptance and healing for His Name's sake.

Richard Mather
George Minot
Thomas Jones
John Kinsley

Nathaniel Duncan
Henry Withington
John Pope "

The first meeting-house stood for fourteen years, and in 1645 it was agreed for peace and love's sake "to erect a new meeting-house." Messrs. Glover, Nathaniel Duncan, Atherton Jones, Deacon Wiswell, Deacon Clap and Mr. Howard were the committee. About £250 was appropriated for this purpose. The church was not finished until 1676, and in 1670, in its unfinished condition, was removed to Meeting-House Hill.

Early in 1640 Rev. Jonathan Burr was made assistant to Rev. Mr. Mather and remained until his death a year and a half later. Rev. John Wilson, Jr., was ordained as assistant to Rev. Mr. Mather in 1649, and after serving two years he removed to Medfield where he was pastor for 40 years.

Rev. Mr. Mather died April 6, 1669, aged seventy-three. He was beloved by all who knew him and during his connection with the Dorchester Church he was one of the most prominent men of the town.

The important petition made by the town to the General Court in 1664, signed by the principal inhabitants of the town, praying that the privileges and liberties granted them by the charter might still be continued, is in the handwriting of Rev. Mr. Mather. His farewell exhortation to the church and people of Dorchester was printed and a copy distributed to each family, so precious was it to the people.

Work of rebuilding the meeting-house was begun in 1676 and completed in 1678. The fourth meeting-house was built in 1743 and the fifth in 1816, all on Meeting-House Hill.

The old meeting-house was destroyed by fire, February 3, 1896, and on Thursday, May 6, 1897, the sixth meeting-house was dedicated on the same spot.

The old bell, originally cast in England in 1751, so badly cracked by the fire in 1896, was recast and now hangs in the church on Meeting-House Hill. All the old inscriptions were reproduced in the new casting.

THE FIRST SCHOOL.

One of the most important and historical entries in the record-book of Dorchester of the early days, is the order providing for a free school, the first free public school in America.

Thompson's Island was granted to Dorchester in 1634, by the General Court. May 30, 1639, the town voted to lay a tax upon the proprietors of the island, "for the maintenance of a school in Dorchester."



FOURTH CHURCH, ERECTED IN DORCHESTER, 1743,

Other free schools there may have been, for instance in Charles City, Va., in Dutch Manhattan, and even the Boston Latin school, but the Dorchester free public school was the first to receive support from taxation and was the first to be directly in charge of a school committee.

The tax imposed on Thompson's Island was £20, and it was provided that "it shall be paid to such a school-master as shall teach English, Latin and other tongues, and also writing." It was left to the discretion of the freeholders and seven men, for the time being, whether or not the girls should be taught with the boys.

The first school-house was erected in the vicinity of Meeting-House Hill and was a small one-story structure. Rev. Thomas Waterhouse was the first teacher.

The appointment of the first school committee was authorized at the town meeting in March 1645, and at the same time rules and orders for the school were adopted. The school committee were then styled "wardens," or "overseers," and the first appointees were Mr. Robert Howard, Deacon John Wiswell and Mr. Humphrey Atherton.

This first school was named after the minister of that name, Rev. Mr. Mather, and from that time to this there has been a Mather school in the district.

As the Mather school was the first supported by taxation, the Boston Latin school was the first public school established for secondary education.

Various rules for the governing of the first Dorchester school were adopted in 1641. A few of them follow :

"The school-master shall not be chosen except by the major portion of the inhabitants.

"For seven months of the year the school hours are to be from 7 to 11 A.M. and 1 to 5 P.M., and for the other five months, November, December, January, February and March, from 8 to 11 A.M. and from 1 to 4 P.M.

"Every Monday from 12 to 1 o'clock scholars shall be called together and questioned upon what they learned on the Sabbath day preceding, and on Saturday at 2 o'clock they shall be catechised on the principles of the Christian religion.

"The school-master shall equally and impartially receive and instruct such as shall be sent and committed to him for that end, whether their parents be poor or rich, not refusing any one who has right and interest in the school."

In 1648, John Thompson, son of David Thompson, who had settled at Thompson's Island before the coming of the Dorchester settlers, claimed the island named after his father and the claim was granted by the court. In place thereof a thousand acres of land was assigned to Dorchester, by the General Court, for the school.

Although the town of Dorchester thus lost Thompson's Island it

continued within its territory and under its jurisdiction until 1834, when it was set off to Boston, to be used as a "Farm school," and whenever it shall cease to be used for that purpose, it is again to be included within the limits of Dorchester, although a part of Boston.

Frequently, in years that followed, generous bequests were made for the benefit of the free school, which displayed the deep interest the people took in the institution.

In 1655 land at City Point, bequeathed for this purpose by John Clap, brought \$13,590.62; in 1674 several thousand dollars was bequeathed by Christopher Gibson, and later Lieut. Gov. Stoughton gave, toward the advancement of the salary of the school-master, \$4,140, so that the best could be secured at a good annual salary.

The income of the Gibson fund and that of the Stoughton fund to this day are used by the city of Boston for school purposes, and the South Boston schools are beneficiaries with the Dorchester schools.

September 9, 1681, Mr. John Foster, who had been a school-master in Dorchester, and who was a son of Capt. Hopestill Foster, died at the age of thirty-three, mourned by the entire community. It was he that designed the seal or arms of the colony, the Indian with a bow and arrow, the same yet in use by the Commonwealth. At the time of his death he lived with his father at Dorchester Neck, in the first house erected in what is now South Boston.

In 1694 the town built another school-house on the Meeting-House Hill at the cost of £22. John Trescott was the builder.

In 1699 John Bird, Daniel Preston, Jr. and Charles Davenport were appointed a committee to lay out a school line and this they accomplished before the following year. It was close to the Plymouth colony, by the Bridgewater road, half way between Boston and Taunton.

Following Rev. Thomas Waterhouse, as masters of the school, were Henry Butler, Ichabod Wiswall, William Pole, Hope Atherton, John Foster of Dorchester Neck, who, by the way, established the first printing house in Boston, James Minot, William Denison, John Williams and Jonathan Pierpont.

CHAPTER VI.

DORCHESTER AND THE NECK FROM 1650 TO 1700.

Increase in number of inhabitants — Numerous houses in vicinity of Rock Hill — Indians granted reservation at Punkapog — First justices — Dorchester Neck owners obliged to pay taxes after 1667 — Owners of land at Dorchester Neck in 1667 and amount of tax each paid — The first dwelling house at Dorchester Neck that of James Foster — Blake House — Withington estate — Powow Point — Compensation for Legislators — Value of land at Dorchester Neck — Association started that continued 150 years.

OTHER vessels with liberty seekers arrived in large numbers. From experience the settlers learned to be economical, they were industrious and prepared well for dark days that might be in store. At first the houses were built only in the vicinity of Rock Hill, but, as the people increased in numbers, the village spread and there were some who set their eyes toward the Neck, investigating the possibilities of building there.

All was contentment and happiness. The Indians troubled them but little, they were enabled to worship in their own way, and the entire community was generally progressive.

Harvard College in Cambridge, founded in 1636 and erected in 1639, was presented with a handsome sum by Dorchester people in 1652.

In 1657 the Indians were granted 6,000 acres at Punkapog, this being at the request of Rev. John Elliott, and at the same time there was a grant of 1,000 acres for a free school.

In 1663 Capt. Clap, Lieut. Foster and William Sumner were chosen as the first commissioners of Dorchester, with power to try small causes, such as municipal court judges of the present day. Capt. Clap was also empowered to join people in wedlock.

During the summer of 1665 Capt. Davenport of the Castle was killed by lightning and Capt. Roger Clap was chosen as his successor.

Deacon John Capen, in 1666 was chosen as first recorder.

So important a place did Dorchester Neck become and so valuable the territory that in 1667 it was provided that all persons owning land at the Neck should pay a tax at the rate of half a penny per acre.

The owners of Dorchester Neck lands at that time are shown by the following list of those who were rated Nov. 3, 1667:

Capt. Clap,	14 acres,	7d
Joseph Farnsworth,	24 "	1s od
Anniel Weeks,	4 "	2d

Obadiah Swift,	4	"	2d
Widow Smith,	6	"	3d
Mr. Patten,	4	"	2d
Richard Baker,	24	"	1s od
William Sumner,	14	"	7d
John Blackman,	2	"	1d
Nicholas Clap,	22	"	11d
Augustin Clement,	8	"	4d
Widow Clap,	18	"	9d
Timothy Mather,	28	"	1s 2d
Capt. Foster,	36	"	1s 6d
Richard Withington,	26	"	1s 1d
William Clarke,	12	"	6d
John Blake,	2	"	1d
Samuel Clap,	8	"	4d
Widow Baker,	30	"	1s 3d
Obadiah Hawes,	2	"	1d
Widow Mannings,	6	"	3d
Widow Batten,	8	"	4d
Mr. Jones,	20	"	10d
Enoch Wiswell,	12	"	6d
James Blake,	22	"	11d
Ezra Clap,	12	"	6d
John Capen. Jr.,	4	"	2d
Deacon Wiswell,	16	"	8d
George Dyer,	12	"	6d
Deacon Capen,	6	"	3d
Mr. Howard,	14	"	7d
John Mosely,	4	"	2d
Mrs. Stoughton,	48	"	2s od
Isaac Jones,	12	"	6d
James White,	4	"	2d
Ebenezer Williams,	6	"	3d
Thomas Lake,	2	"	1d
Nathaniel Clap,	12	"	6d
Charges for laying of gate and the hinges, £1 2s od			

The town records of a meeting held February 9, 1673, prove conclusively that the first house erected for dwelling purposes on Dorchester Neck, was that of James Foster. The record says:

"The same day (February 9, 1673) it was granted to James Foster, liberty to take about fifteen or sixteen loads of timber out of the 500 acres toward the building an house."

James Foster was married six months later. The records also show that he lived at the Neck previous to 1675.

In a book compiled by Mr. Francis E. Blake, "Dorchester Neck," much information is given concerning this Foster house and also other early dwellings at the Neck.

The Foster estate comprised all the territory now lying between Dorchester and D Streets, with Sixth Street on the south and the

harbor on the north. The house was situated on the spot where now is the Dahlgren Memorial Hall, formerly the E Street Congregational Church, corner of E and Silver Streets.

Mr. Foster's house was in a very desirable locality, commanding a fine view of Boston, Charlestown and the surrounding country, as well as of the harbor. It was upon quite a rise of ground, the land sloping westerly, northerly and southerly. Until after 1800 it was the only house west of Dorchester Street.

The estate included meadows, salt marsh, pasture lands, an orchard and also a slate quarry. The ledge of slate extended over quite an area, and as late as 1850 indications of this quarry could be seen at the corner of F Street and Broadway. Another portion appeared above the surface on the lot near the corner of E and Bowen Streets. In 1676 Capt. Foster gave this lot to his son, Hopestill, which was called the "quarry meadow," with the profits thereof, indicating that the stone was valuable at that time. Many of the old stones in the Dorchester cemetery were cut here, but in later years the quality of the slate was not sufficiently good to warrant further operations.

It is not known at what time the original Foster house was destroyed, but it is presumed that it had been replaced previous to 1763 by a more imposing structure.

Then there was the Blake house, the second dwelling at Dorchester Neck. In the division of lands at the Neck, the Blake estate was laid out at the extreme end of the Point, comprising all the land east of O Street.

James Blake, who erected the first Blake house about 1680 or 1681, was the son of William Blake who came to New England before 1636.

The elder Blake built a house in Dorchester, which is still standing, although in a different location, now near the Five Corners, Boston and Cottage Streets.

The town records of November 14, 1681, show that Deacon James Blake was given liberty to take 120 hundred of clapboards for his new house.

It was near the present southeast corner of P Street and East Broadway that the James Blake house was built, and was about a mile distant from the Foster house.

Although isolated from the settlement in Dorchester it was a delightful location for a house, with nothing to obstruct the beautiful view of the harbor and settlement in various directions. The road, or cart path, called the "Way to the Castle" was the only public road from Dorchester and was used to transport supplies to the soldiers at Castle William.

Over this same road Deacon James Blake and family rode to the meeting-house in Dorchester, not infrequently hindered from passing

over the "causeway" (now Boston Street) by the high tides flooding the roadway to the depth of several feet.

The Bird estate, at the close of the 17th century, included about all between G and I Streets, from the "Way to the Castle" to the south shore. During this time, however, there was no house on the estate.

Capt. John Withington lived at the Neck, but just when is not known. His house was on Sixth Street, between I and K Streets, and was occupied by him about 1690. The estate included all that is now between I and K Streets, and Emerson Street to the south shore.

The records show that Capt. John Withington was a selectman in 1686 and 1688, and it is believed he was chosen from Dorchester Neck. He participated in the Canada invasion, at the head of a company of soldiers from Dorchester, most of whom never returned. In March 1694, the captain's death being no longer in doubt, administration was granted upon his estate.

Along the eastern boundary of the Withington estate, about 125 feet west of the present K Street, was the road to Powow Point, running to the water's edge, and this afforded a fine entrance to the Withington estate. Powow Point was so called because of the resort of the Indians there in the early days.

This road was very early laid out by the town through Mr. Withington's estate. At this "Point" was a remarkably fine well of spring water, seen at half tide, and the citizens used the water extensively.

In 1686 Richard Mather owned a farm of thirty-two acres on the Neck. In March of this year he mortgaged the farm and buildings for £35 and soon afterwards removed to Lyme, in the Connecticut Valley. This mortgage was never cancelled, but January 9, 1687, he sold to Isaac Jones the entire estate, with the dwelling thereon, for £250.

In 1694 Isaac Jones conveyed the property to his son Ebenezer, who had occupied the premises after Mr. Mather's removal to Lyme. The Jones family was identified with the estate for fifty years afterward.

The estate first owned by Mather and later by Jones embraced all the land between I and K Streets, from Emerson Street to the water's edge beyond First Street.

Shortly after his second marriage, about 1696, to the widow of Capt. John Withington, James White lived near the corner of N and Third Streets. The house was built about 1694.

Thus were located the three houses and several estates previous to the close of the 17th century.

The town of Dorchester chose no representative to the General Court in 1687 owing to the fact that Sir Edmond Andros was in power and the townspeople, being much discontented with his new government, paid but scant attention to the orders of governor and council.

Some idea of the compensation representatives to the General Court received may be had from the town record of March 11, 1690, wherein it is stated "it is proposed to the town what they would allow their representatives or deputies, Timothy Tileston and Samuel Clap for their attendance at the General Court this year, and it was voted to allow them six shillings a week."

The value of land in Dorchester Neck varied according to the location. In 1690 a choice piece of upland sold at £4 per acre, and in 1694 a lot of twelve acres in the vicinity of E Street and Broadway, sold for £40 in English currency.

An association of young men was formed on Christmas day, 1698, the first in the town, and it remained in existence 150 years, or until 1848.

After 1700 much of the land at Dorchester Neck changed hands owing to the death of the first proprietors and the division among the various heirs.

CHAPTER VII.

WARS OF THE SEVENTEENTH CENTURY.

Trouble with Indians in other sections of New England—Dorchester settlers volunteer in these disputes—Pequot war and what caused it—Massachusetts companies participate—King Phillip's war—Canada Invasion—List of soldiers from Dorchester participating in the Invasion of Canada.

AROUND their own homes there was but little trouble for the Dorchester settlers, from the Indians. The Massachusetts tribes were comparatively peaceful and those that belonged to the Neponset tribe, about Dorchester, cared nothing for possessions or conquest, but lived at peace with the world.

But in other sections of New England there was trouble, and even in other sections of Massachusetts there were numerous instances of cruel butchery by the Indians, and perhaps cruel treatment of the Indians by the white men, all of which tended to widen the breach.

Whenever there was serious trouble in any of the colonies, and assistance was needed, the Dorchester settlers were always among the first to volunteer for the assistance of their less fortunate neighbors.

In Rhode Island and Connecticut the Pequots were always at war with the English settlers, and the discovery of the murder of Capt. John Oldham caused the Pequot war, which finally resulted in the extermination of that tribe.

Capt. John Shallop, a mariner from Boston, while on a trading expedition, put into Block Island to trade with the Indians. As he neared the island he saw a vessel which indicated that those on board knew but little about the management of the vessel. Approaching nearer he saw that it was in the possession of Indians. Though his men numbered but four he determined to capture the piratical vessel, which he soon made her out to be.

After the first fire Capt. Shallop stood off some little distance and then approached, the prow of his craft aimed directly against the quarter of the enemy.

After a short and decisive battle he boarded the strange craft and there found the body of Capt. Oldham near an old seine. The head had been severed. Shallop exclaimed, "Ah, brother Oldham! is it thee? I am resolved to avenge thy death." And he did avenge him.

Capt. Oldham, loved and respected by all who knew him, was mourned by many. His untimely death and the continuance of such atrocities nerved the settlers and they determined to punish the aggressive Pequots.

In Massachusetts five companies of militia were formed, commanded by Capt. John Underhill, Capt. Nathaniel Turner, Ensign William Jennison and Ensign Richard Davenport, and they, with a company from Dorchester under Israel Stoughton, joined the expedition which was in command of Gov. Endicott. The forces were sent out in August and September, 1636.

The finishing blow in the war with the Pequots was struck in 1637, when additional men were called for, of which Dorchester furnished seventeen. The Pequots numbered 700 and occupied eastern Connecticut, and ruled part of Long Island.

It was in July, 1637, that the war was ended, and it was largely through the efforts of the Dorchester military company under Israel Stoughton.

After suffering heavy losses the Pequots attempted to escape into the wilderness, westward. Capt. Stoughton, with a Massachusetts company, pursued them along Long Island sound.

With Saccasus, their sachem, the Pequots took shelter in a swamp near Fairfield, and after another severe fight, surrendered, but their sachem and a very few followers escaped. These latter fled to join the Mohawks, who treacherously murdered them. The prisoners were sold into slavery or incorporated with other tribes. Not a warrior, not a squaw, not a child survived.

King Phillip's war created much excitement in Connecticut, and in 1676 the following soldiers from the town of Dorchester were in Capt. Johnson's company, fighting the Indians: Henry Ware, Hopestill Humphrey, John Spurr, Ebenezer Hill, Nicholas Weymouth, John Plummer, Charles Capin, Thomas Grant, Thomas Davenport and Robert Stanton.

Phillip of Mounthope was the youngest son of Massasoit, the old sachem of the Wampanoags, who died in 1602.

There had been a treaty with old Massasoit and the Plymouth settlers, but after his death his descendants yearned for the freedom their fathers enjoyed before the English arrived. This, and personal grievances, led to the war.

The Wampanoags had nothing left but two narrow peninsulas of Bristol and Tiverton, on the eastern coast of Narragansett Bay.

The Indians attacked the villages and killed the white people. The militia of Plymouth, augmented by the soldiers from Boston and vicinity, entered the enemy's country and the war was on.

The scene of conflict was transferred from Narragansett Bay to the Connecticut valley and then to central Massachusetts, Phillip fleeing to these places, each time pursued.

The war, which was a long and bitter one, extended into Lancaster, Groton and Marlboro, all of which were laid in ashes, and Weymouth, twenty miles from Dorchester, met a similar fate.

The death of King Philip was due to treachery, he being slain by an arrow from an Indian who had once been his friend. The entire tribe had been nearly wiped out and Philip had retired to an obscure spot at his old haunts in Mount Hope. A company of soldiers, guided by this faithless Indian, was sent in search of him and the Indian fired first, killing the old chieftain.

The expense of this war was about \$500,000; thirteen villages and 600 dwellings were burned, and 600 white men had fallen in battle.

From the ending of that war there was comparative peace with the Indians in New England, for the few that remained were submissive and the colonists returned to their farms to rebuild their homes and begin life anew. But aid and comfort, in the shape of money and provisions, arrived from England in 1677.

In 1690 a large company of soldiers was raised in Dorchester to embark on the expedition to Canada. Forty-six of the company never returned, most of them supposed to have been lost at sea.

The following is a list of the company, as found among the papers of Ebenezer Clap, son of Nathaniel Clap, who was one of the leading citizens of the town when the company was raised :

“CANADY SOLDIERS.”

A LIST OF THE NAMES OF THE SOLDIERS UNDER THE COMMAND OF CAPT.

JOHN WITHINGTON, OCTOBER 3, 1690.

Capt. John Withington	Sergt. Ammiel Weeks	Corp. John Poope
Lieut. George Minot	Sergt. Richard Butt	Corp. Joseph Curtis
Ensign Samuel Summer	Sergt. Samuel Sumner	Corp. George Holmes
Joseph Weeks, Clerk.	Joseph Trescott, Drummer.	
Ebenezer Sumner	Adam Barr	Those on board Capt. Bay
Henry Lyon	James Robinson	Corp. Daniel Hensha
Eliab Lyon	Cornelius Tileston	William Blake
Unight Modsley	Richard Ewins	John Gulliver
William Cheney	Samuel Hicks	William George
Peter Calley	John Tolman	Joseph Atherton
Ebenezer Poope	John Jones	Samuel Triscott
William Sumner	Ebenezer Crane	Thomas Keltom
Eleazer Walles	Samuel Chandler	John Morrill
William Cooke	William Fowst	James Morey
Joseph Long	William Belsher	Edward Clap
Thomas Weeks	David Stevenson	Jehosephat Crabtree
Thomas Andrews	Henry Jackson	John Briant
William Sumner	Thomas Bird	Robert Husay
Samuel Sandras	Augustin Clements	Charles Readman
Edward Wiatte	William Swift	William Baker
Benjamin Hewins	Moses Chaplin	Matthew Maple
Hopestill Sandras	John Anderson	Elias Moonke
Solomon Clarke	John Leeds	John Lord
Isaac Caps	Consider Atherton	John Crowhore
Jezeniah Sumner		

Many years afterward, about 1735, the General Court of Massachusetts granted to the survivors of that expedition, and to the heirs of those who were lost, a township in the northern part of Worcester county, which was called Dorchester Canada. This was incorporated into a town in 1765 and called Ashburnham. The rights of the land were sold from time to time and Hezekiah Barbour and Thomas Tileston purchased a large number of them.

CHAPTER VIII.

PROMINENT MEN OF THE SEVENTEENTH CENTURY.

Rev. John Warham—Rev. John Maverick—Rev. Richard Mather—Israel Stoughton—William Stoughton—Henry Wolcott—Roger Ludlow—Roger Clap—Bernard Capen—John Capen—Roger Collicott—Capt. John Mason—Maj.-Gen. Humphrey Atherton—Roger Williams—Hopestill Foster—James Foster—Thomas Wiswell—Enoch Wiswell—Oliver Wiswell—Bird family—Capt. John Withington—Isaac Jones—Ebenezer Jones—James White—William Blake—Deacon James Blake.

WHEREVER men dwell each is expected to do his share for the advancement of the interests of the community, and each, doing his humble part, endeavoring in every honest way to benefit his neighbor and himself, and make brighter the lives of those around him, not only is considered a respectable citizen of that community, but by his manifestations of public spirit, he is a valuable member of society—in this country a loyal American.

Every generation has had such men, and the history of our country abounds in the lives of such in every generation. Although, perhaps, they may not achieve national distinction, yet they have performed their duty as it seemed to them and they manifested a desire to do more if need be.

To our forefathers, of the seventeenth century, the first settlers in Dorchester, is due undying glory for laying so well the foundations that time has made one of the best sections in the country, and a part of that marvellous Commonwealth which has borne so noble a part in the building of America.

Originally the entire section was known as Dorchester, the most eastern portion was afterward annexed to Boston and named South Boston, and later, Dorchester itself became a part of the metropolis of New England.

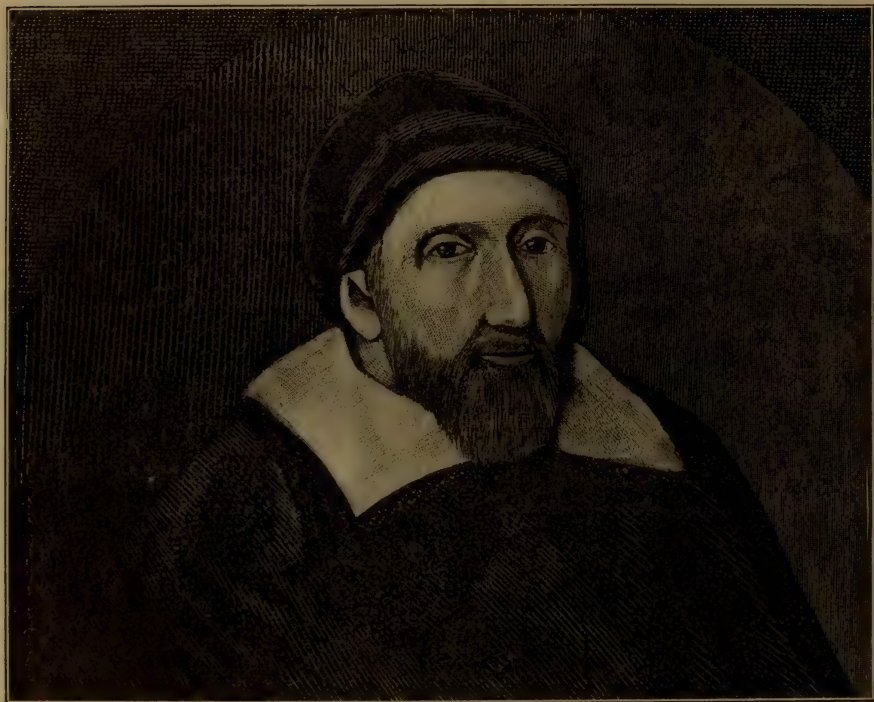
Although Rev. John White of Dorchester, England, never set foot on Dorchester soil, his name must be mentioned first in a list of some of the leading men of that century. Of all the expeditions sent out by him, the 140 passengers on the "Mary and John" were his especial pride.

As ministers of the Gospel Rev. John Warham and Rev. John Maverick performed well the duties incumbent upon them in attending to the spiritual welfare of the Dorchester settlers. After six years of faithful service in Dorchester, Rev. Mr. Warham went to Connecticut.

Rev. Mr. Maverick, assistant to Rev. Mr. Warham, was spoken of by Gov. Winthrop as a man of humble spirit, faithful in furthering the work of the Lord in the church and state. He devoted his entire time to administering to his flock. He was a friend to all and loved by them.

Rev. Richard Mather arrived in Boston in 1636. He accepted the call to Dorchester after careful deliberation and assumed the position made vacant by the departure of Rev. Mr. Warham. He died in April, 1669.

Henry Wolcott, on his departure from England in the "Mary and John," was chosen one of the guardians and sponsors for the party, because of his middle age and having an adult family. He was remarkable for intelligence and ability.



REV. RICHARD MATHER

Roger Ludlow was one of the early arrivals. He was brother-in-law to Gov. Endicott, and his position as member of the Colonial government gave him influence in Dorchester. He built a house in the vicinity of Rock Hill. Two years after the settlement he secured a grant of 100 acres from the Colonial government. In 1634 he was chosen deputy governor and at the same time was employed to oversee the work on the Castle.

Israel Stoughton was the originator of many projects and he carried them through successfully. Shortly after his arrival in 1630 he became ensign of the Dorchester band, commanded by Capt. Mason. He was

a man of extraordinary forethought and intelligence. He built the first mill at Neponset bridge, was deputy to the General Court in 1634, and here, as elsewhere, his thought was largely to benefit his people and the town.

William Stoughton, son of Israel, possessed many of the excellent qualities of his father. He was educated in Harvard College, and then went to New College, Oxford. He was prominent in politics and was chief justice of the court, before which were held the trials of witches.

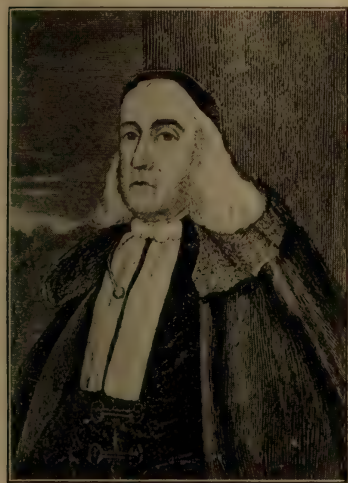
Roger Clap was one of the youngest passengers on the "Mary and John." In 1665 he was appointed commander of the Castle and upon the dissolution of the first charter, in 1686, he resigned that position, unwilling to lend his co-operation to the tyrannical schemes of Gov.

Andros. He then removed to Boston where he died in 1691, at the age of 82.

Bernard Capen was an old man when he arrived in 1638, yet he took a prominent part in the affairs of the town. His gravestone is probably the oldest in New England.

John Capen, son of Bernard, was born in 1612. He was held in high esteem in Dorchester and was deacon of the church in 1658, selectman for many years, and repeatedly elected deputy, and for thirteen years was town recorder and wrote more in the records than any other man.

Roger Collicott is first mentioned in the records as a collector of furs in 1633. In 1636 he was trustee of the town and was elected a deputy in 1637, was a charter member of the Ancient and



MR. WILLIAM STOUGHTON

Honorable Artillery Company, of which he was the first sergeant. He was engaged in commerce during his life, mostly with Maine. He later moved to Boston where he died in 1686.

There were several well trained military men among the settlers. Shortly after the settlement of Dorchester a military company was formed. Capt. John Mason, who arrived in 1630, on the "Mary and John," took command in 1633. He was employed in laying out the works at the Castle and also in fortifying Rock Hill in 1634. In 1635 he was a deputy to the General Court.

The chief military officer for New England was Maj-Gen. Humphrey Atherton, who commanded the Suffolk regiment. He arrived in Dorchester in 1636 and early showed a love of military affairs and joined the Ancient and Honorable Artillery Company of which he was

captain from 1650 to 1658. He was a friend to the Indians, manifesting much sympathy for them in their degraded and ignorant condition.

Roger Williams was one of the earliest settlers in Dorchester, but afterwards removed to Boston.

Richard Hawes arrived in the "Freelove" in 1635 and was one of the most public spirited citizens.

Edward Rosseter joined the "Mary and John" passengers, himself a seeker for religious freedom, and was an honored citizen. He, with Stoughton, were the largest grantees of land in Dorchester.

Nathaniel Duncan was a selectman from 1635 to 1645, was a charter member of the Ancient and Honorable Artillery Company, and was a most successful merchant.

Of the early settlers in Dorchester those who took particular interest in the portion known as Dorchester Neck, now South Boston, were the Fosters, Wiswells, Blakes, Withingtons, Mathers, Jones, and White families.

Of these early families at Dorchester Neck the best information is secured from the work of Mr. Francis E. Blake, a descendant of the well known Blake family. He sets forth therein that the first house on the Neck was erected on the Foster estate, preceding the Blake house by but a few years.

In the year 1635, Hopestill Foster, then a boy of fourteen, with his mother, came from England and settled in Dorchester. He, in time, became closely identified with the interests of the town and was one of its most influential inhabitants.

For many years he was one of the selectmen, in 1652 was a deputy to the General Court and in many other positions he served the town faithfully and well. He was a member of the Ancient and Honorable Artillery Company in 1642 and of the Dorchester Training Band in 1644, whence he obtained his military title of ensign and captain.

The frequent recurrence of his name in connection with public affairs, as well as the more personal relations with his neighbors, attest the excellence of his character, and the esteem in which he was held. The brief record of his death, is very comprehensive: "This year (1676) Died Capt. Hopestill Foster, Ocbr. 15, So often Improved in ye Town & Countrys Service."

James Foster, the eldest son of Capt. Hopestill and Mary (Bates) Foster, was born April 13, 1651. He was twice married, the first time, September 22, 1674, to Mary Capen, and the second time to Mary Lane. It is reasonable to conclude that about the time of his first marriage he lived at the Neck, for mention is made in his father's will of the son's house "where he was living in 1676."

Thomas Wiswell and his son Enoch Wiswell were early settlers in Dorchester and owned lands at the Neck.

Oliver Wiswell, son of Enoch, was born January 25, 1665, in Dorchester; June 1, 1690, married Sarah Baker. He was a cordwainer by trade. It is believed that he went to the Neck about the time of the division of his father's estate in 1710, at which time he doubtless secured possession of the lands.

The first mention of the Bird family in connection with the Neck lands is in 1677, when Thomas, John and James Bird, brothers, bought of Samuel Farnsworth, eighteen acres of land for "fifty pounds in good and lawful money of this Country."

Thomas Bird, the eldest, probably purchased his brothers' rights in this estate, for a few years later the title appears in his own name. He was son of Thomas and Ann Bird.

Benjamin Bird, the son, was born in Dorchester, 1686, and married Johanna Harris and by her had fifteen children. He resided in Boston for a time, but later returned to the Neck.

Capt. John Withington was an early resident at the Neck. His grandfather, Elder Henry Withington, who died in 1666, was the owner of twenty-four acres of plowed land which he gave to his son Richard, father of Captain John. The latter, doubtless, received this by gift from his father, as it does not appear in the father's estate in 1701.

It is not known at what time John Withington built a house upon his lands at the Neck, but it is a fact that as early as 1690 he was living there. But little is known of him, except that in 1690 he commanded a company of soldiers from Dorchester and vicinity in the Canada Invasion and never returned.

In 1686 Richard Mather owned a farm of thirty-two acres on the Neck. He was a son of Timothy Mather and was born in Dorchester, in 1653. The father, in 1667, was taxed for twenty-eight acres of plowed land.

Mr. Mather, July 1, 1680, married Catherine Wise, and perhaps in anticipation of this marriage began his preparations for building a house.

Isaac Jones, who lived at "Jones Hill" (near the present Stoughton Street, Dorchester), conveyed the property in 1694 to his son Ebenezer, who, we are inclined to believe, had occupied the premises after Mr. Mather's removal. The family of Jones was identified with the estate more than fifty years.

Ebenezer Jones, who was born in Dorchester December 20, 1661, was a "yeoman" and doubtless led a quite life at the Neck, his name not being mentioned in any connection with public service.

James White, son of Ebenezer and Patience White, was the owner of land at the Neck as early as 1667. It is supposed that he built a house on the Neck before 1696. James married Sarah Baker, who died in 1688, and in 1696 he married the widow of his former neighbor, Capt. John Withington.

Of Mr. White's character, his public or private life, we have no record. Neither is it clear that he lived, after his second marriage, at the Withington homestead. He died November 11, 1713.

William Blake was born in Pitminster, Somerset County, England, in 1594. He married there in 1617 and with five children came to New England sometime between 1630 and 1636. He settled in Dorchester and in 1637 shared in the division of the lands at the Neck. His son, James, was an active man, "much in public service," being ruling elder, deacon, recorder, etc. Previous to 1650 he built, in the northerly part of the town, a house which is still standing, although removed from its former location. Mr. Blake died in 1710, leaving by will, to his son James, "all my Land at Dorchester Neck, adjoyning to his house that he dwells in; all my Lands on both sides of, the way to the Castle, being about six and thirty acres."

Deacon James Blake built the second house erected on the Neck, as is shown in the town records.

Mr. James Blake's attention was given to farming, although he was occasionally elected for town service. He was deacon of the church twenty-three years, refusing, however, to serve as elder, although chosen to that office. His last years were years of suffering, and he died, October 22, 1732, at the age of eighty. His grave is in the old cemetery in Dorchester.

CHAPTER IX.

DORCHESTER, 1700 TO 1750.

Few houses at Dorchester Neck at the opening of the eighteenth century — The will of Capt. Foster — The Wiswell family — The Bird family — Withington heirs allowed his property — Ebenezer Jones' quiet life — White and Blake families — Public spirit everywhere apparent — Change of Ministers — Frosts result in much suffering — Dorchester settlers participate in the war between France and England.

ALTHOUGH there was some change in the proprietors of land at the Neck, after 1700, yet there was but little difference in the number of polls, houses, and acres of fertile land between that year and 1750.

At the opening of the 18th century there were but few houses on the peninsula and these were on the Foster estate, the Blake house, the Ebenezer Jones homestall, Capt. Withington's former home, but which, after his death in the Canada invasion, came into the possession of his widow, who married James White; and also the house of James White, near the corner of N and Third Streets, which was afterward sold to Oliver Wiswell, Jr.

In 1725 there were but seven dwellings, as can be seen by the accompanying map, the Foster house on E Street near Fourth Street, the Wiswell house on Fourth Street just above the old road, the Bird house on Fifth Street near H Street, the Withington house on Sixth Street, between I and K Streets, the Jones house on Third Street near K Street, the White house, corner of Third and N Streets, and the Blake house, corner of Broadway and P Street.

On the death of Capt. Hopestill Foster, October 15, 1676, a large estate, valued at £1402 6s. 8d., was left, suitable provision being made for his wife, after whose death the property was to be divided among the children. A valuable portion of the lands was located at the Neck. To his sons, Comfort and Standfast, he gave "land at Leeke Hill reserving a convenient piece on ye south side next ye high way for a meeting-house if such an occasion bee." Leek Hill was an eminence near the present corner of Second and Dorchester Streets. At the time of the bequest there was no occasion for a meeting-house in this locality, but it is probable that Capt. Foster anticipated that a greater number of settlers would take up their homes on the peninsula, earlier than was really the case.

The lot was sold a few years later with the meeting-house reservation, but it was entirely ignored in subsequent transfers. Without question this may be regarded as the first reference on record to the possible religious wants of the residents of the Neck. No house for



SOUTH BOSTON, 1725-1875.
(DRAWN BY MR. FRANCIS E. BLAKE.)

religious worship, however, was erected anywhere on the peninsula until shortly before 1820.

The elder James Foster inherited some of the characteristics of his father, Hopestill, and, although not so prominent as he in public life, yet he served the town in many official capacities and was held in high esteem. He was also inclined to military service and for many years bore the title of Captain. He died October 4, 1732, aged eighty-one years and six months, and was buried in the old burying ground at Dorchester.

He devised by will his large estate to his wife and nine children, six daughters and three sons, James, John and Hopestill.

Among other bequests of Capt. Foster to his son, James, was one before mentioned, of certain lands at the Neck with "the house and barn where he now lives." James Foster was the one who built the first house on the Neck. West of the Foster house was an orchard of several acres, which, in 1720, with a cider mill house, he gave to his son, James, as a start in the battle of life.

The eldest son, Capt. James Foster, Jr., received the homestead and adjoining lands. Little is known of him or his family, and it is supposed that he led a quiet, domestic life, never having held public office.

The old records show that about 1710 Oliver Wisell, son of Enoch, removed to the Neck. This was about the time of the division of his father's estate, and it is supposed that he then came into possession of the lands.

The location of his house, at the foot of Strawberry Hill, the most westerly of the Twin Hills, was very near where the Bird schoolhouse now stands, on Fourth Street, foot of Pacific Street. A lane to the house left the main road "Way to the Castle" probably about where Silver Street now passes east from Dorchester Street.

Mr. Wiswell, in 1727, gave to his son, Oliver, in consideration of his living with his parents while the other sons had been learning trades, the westerly part of his dwelling house and cellar, and two acres of land about the house, the use of the well of water and the westerly half of the garden. The house faced to the north and the two acres extended along the road to the Castle, now Dorchester Street, to Third Street.

In 1732, Mr. Wiswell gave to his son, Enoch, the easterly portion of his dwelling, with a large part of the orchard. The fruit of the cherry trees on this estate, even to within the past twenty-five years, had a particularly fine flavor for the boys, and they were allowed to pick them without molestation. There were several transfers of real estate by this Wiswell family, but all trace of the old transfers has been lost. Mr. Wiswell died March 14, 1746, aged eighty-three.

The houses of Oliver Wiswell, Jr., and Enoch Wiswell, joined each other, and in fact were one building, each having his separate portion. The house was about fifty-six feet long and twenty feet wide.

It was Benjamin Bird, son of Thomas Bird, who built a house and dwelt upon the Neck, shortly after 1721. There is no evidence that any of the Bird family, before Benjamin, resided on the Neck. By the division of the property, Benjamin received a goodly portion, and after removing from Boston, where he had lived for a time, and afterwards in Dorchester, he resided at the Neck. He was quite an important man in the town and his name often appeared upon the records in official positions. He was also interested in other lands at the Neck.

The Bird house was situated to the south of the easterly hill, on which is now the Perkins Institution, upon or very near the spot that later was so well known as the Dr. Samuel G. Howe homestead. Although shut out from much of the view of the harbor, and of Boston and Charlestown, which many of the other settlers of the Neck enjoyed, yet the main settlement in Dorchester was plainly in sight.

Whether or not in early years Mr. Bird had the right of way through his neighbor Wiswell's lands, corresponding to what a century later was known as Bird lane, does not appear in any of the records or sources of information. It appears likely, as in after years, there was a private road from the house, running northerly, parallel with G Street. There are also indications on old maps and plans that there was a way that left the main road at the "Mouth of the Neck" at about Dorchester and Ninth Streets, and extended around on the southerly side of the hills. Mr. Bird died suddenly, March 29, 1757.

On the death of Capt. John Withington, his wife and five children, who are named in the division of the property, lived in the house close to the "Way to Powow Point." The house was a low structure, common in those days, having but one story with a garret above. The five children were Richard, Samuel, Elizabeth, Hannah and Susannah. The eldest son, Richard, received two-thirds of the house and the lands immediately adjoining. At the death of his mother, November 19, 1722, he became possessor of her share, and it is supposed that he resided on this estate until his own death, March 18, 1749.

From the will of Richard Withington it is supposed that he had added another story to the house, as it is described as "two stories and a garret," and measured forty feet by twenty feet. It was appraised at £200, a barn at £50, corn barn at £20 and there are mentioned thirty-eight acres of land. It is interesting to note the articles of household furniture and utensils described in the inventory. There was an old cupboard and an old chest of drawers, one oval table, two other tables, ten chairs and a looking-glass, spinning wheels, pillion and a great variety of miscellaneous articles.

Ebenezer Jones was the son of Isaac Jones of Dorchester. Isaac bought the Mather estate in 1687 for £250, current money of New England.

There are many indications that Ebenezer Jones lived a quiet life with his family on their farm at the Neck. This farm embraced much

of the territory between I and K Streets and from Emerson to First Streets. There was a good sized house and a barn and about thirty-two acres of land. The house was two stories with a garret, and mention is made in the papers of the Jones family of a lower room, a bedroom, a chamber and a garret. A well was situated near the house, and near the barn was a pond reserved for the cattle.

About forty years before his death, in 1735, Mr. Jones sold eleven acres from the eastern side of his farm to his son, Ichabod, giving him liberty to use a well of water "where he now dwells." There is no record of a house on this eleven acre lot of Ichabod's, for more than fifty years subsequent to the conveyance, but a barn is mentioned in several papers.

On the death of the elder Jones, in 1735, six children survived, five of whom subsequently had families and homes of their own. The value of Mr. Jones' estate in 1735 was £1488 os. 6d., the house being rated at £160, and seventeen acres of the homestead lands at £510, the latter being at the rate of about one-third of a cent per square foot.

From the tract of land owned by Ichabod Jones, in the neighborhood of what is now K Street, or a little to the west of that street, a wharf was built, extending into the harbor. This is the first mention of a wharf at the Neck. It was afterward used as the landing place for the ferry between Boston and South Boston.

Of James White but little is known. In 1713 he owned a lot of thirty acres upon which stood a dwelling-house. It is not known where he lived after his second marriage, in 1696, with the widow of Capt. John Withington. He died, November 11, 1713, leaving but little property and little money to his wife. A few weeks before his death he sold to James Blake the house and barn with seventeen acres of land which were on the northerly side of the Neck, between our present M and N Streets, embracing a large part of the tract for many years, in the 19th century, known as the City Lands. With a lot of seven acres adjoining, this was sold, March 10, 1738, and three days afterward was again transferred to Oliver Wiswell, Jr. It is not known whether or not Mr. Wiswell occupied the house; it is supposed, though, that he did live there.

William Blake, a settler between 1630 and 1636, and who died about 1700, by his will, left to his son, James Blake, all the land at Dorchester Neck adjoining the house that James was then dwelling in, and all lands on both sides of the "Way to the Castle," being about thirty-six acres.

James Blake died October 22, 1732, at the age of eighty, and he bequeathed to his son, James, who was born in the old house, April 29, 1688, the new dwelling-house and barn and orchard, and all the land lying on both sides of the house, on the "Way to the Castle," forty-four acres in all. By the will, dated August 8, 1721, it appears that the first Blake house had been replaced by a new one, previous to 1721.

The greater part of the life of Mr. Blake was devoted to public service and he was held in high esteem by every one. For twenty-four years he was town clerk and at various times filled other important offices. His records alone cover more than a thousand pages. He was a skilful surveyor and his plans are models of neatness and accuracy. His death occurred December 4, 1750, and his son, Samuel, succeeded to the estate,

During this time the town meetings were quite interesting. The male residents seemed to vie with each other, eager to propose something for the good of the community. Throughout the colony it was the same; there seemed to be a desire on the part of all to advance, not only self interests, but the prosperity of all.

In 1729, Rev. John Danforth, who had been sole minister for forty-seven years, having become aged, was replaced by Rev. Jonathan Bowman, who was called by the church to act as colleague pastor. He was ordained November 5, 1729. Rev. Mr. Danforth died, May 26, 1730.

A terrible frost affected the corn crops in 1740, and even after it was gathered, a long series of rains and more frost damaged it still greater. There was, consequently, but little seed to be had for the following spring. So cold was the winter that the harbor was frozen and many parties crossed from the point at Dorchester Neck to Castle Island.

The following spring there was a great scarcity of grain. Wheat sold at thirty shillings a bushel, rye twenty-two shillings and Indian corn for twenty shillings, paper currency.

A new meeting-house was built in 1744.

There was another scarcity of corn in 1748, and much suffering. It was not owing to any failure of the crops, but because the greater part of the crop had been sent to the French plantations upon the cessation of hostilities.

During the summer of 1749 there was a terrible drought throughout the country. It was the worst ever known and there were grave fears for the future. It was a very dry spring and by the latter part of May the ground was bare and the grass burned. The earth itself was dry like powder, and all the wells, springs, brooks and small rivers were dried up, streams that were never before known to fail. Even the fish in the rivers died and the pastures were so scorched that there was nothing green to be seen and the cattle were poor. Hay was scarce, there having been but very little cut in the first crop. Barley and oats were so scarce that many had nothing but the seed and many cut down the grain before it was ripe to use it for fodder. Flax almost wholly failed as did also herbs of all kinds, and the Indian corn rolled up and withered. The people were desperate and death stared them in the face.

The government proclaimed a day of fasting and prayer during the latter part of June, and on July 6, there was a great downfall of rain and the face of the earth was completely altered. The grass, that was thought to be dead, revived; Indian corn recovered and there was a very good harvest. God was also good in giving them a moderate winter and thus many of the cattle, that otherwise might have died, were saved.

So grateful were the people for the rain that had fallen that all united in a day of Thanksgiving.

In March, 1744, war between England and France being declared, the English colonies in America took part, and Massachusetts furnished a large number of troops.

In 1746 the people of Dorchester, like those of the neighboring towns, were troubled at the approach of a strong fleet from France consisting of thirty men of war, sixty-seven transports, besides land forces of 40,000 arms, twenty-five mortars and fifty brass field pieces. The ships of war had on board 8,000 disciplined troops, and this body, with those gathered at Menis and many of the French of Nova Scotia, who would have joined, would surely have made much trouble for the colonists.

Castle William was garrisoned and much repairing done there and among other batteries around Boston. Hulks were prepared to stop the channel by sinking them, and about half the regiments of the country were assembled in Boston and the lower towns.

The one great hope was the expected arrival of Admiral Lesstock with a large fleet from England, who, it was supposed, would follow the enemy and relieve the people of anxiety.

But contrary winds prevented, and the danger grew more terrible. Yet God, in his Providence, was pleased to take an important part and He sent sickness among the French soldiers, the chief commander and the second in command being among the many that died.

There were also terrible storms that cast away several of the French ships and disabled others. So discouraged did all this make the French that they sailed away to France without striking a blow.

CHAPTER X.

DORCHESTER, 1750 TO 1775.

But seven dwellings on the Neck — Little progress made during this period — Happiness and prosperity continue — Repeal of the Stamp act — Town votes to encourage use of home products — Arrival of ships of war with British troops — Dorchester compliments the merchants of Boston — Nine resolutions passed by the town of Dorchester which occasioned admiration of the entire colony — Taking of the Castle by the British, source of much regret — Committee of correspondence chosen by the town — Dorchester first to pay its Province tax to the Sons of Liberty — Military trainings in 1774 — Dorchester Neck in 1775 — House in "The Village" — Other houses — Rev. Mr. Bowman chosen minister.

IN 1750 there were seven dwelling-houses on the Neck, one on the estate of James Blake, another on that of Benjamin Bird, one on the Foster estate and another owned by the same James Foster but located on the Jones estate; one house owned by Oliver Wiswell, Jr., another owned by heirs of Oliver Wiswell and the seventh owned by the heirs of Richard Withington.

The journey to the meeting-house in Dorchester, from Dorchester Neck, was usually pleasant, yet great precaution had to be taken lest the "Mouth of the Neck" should be flooded and thus obstruct the road homeward.

Throughout the entire Dorchester colony there was continued happiness and prosperity, yet there seemed to be, growing stronger and stronger each day, like in the other colonies of the new world, a more determined opposition to the contemptible methods of the English government, occasioned by the continued taxation on commodities sent from England, and innumerable other incidents that tended more and more to estrange the colonists from the mother country.

The new world was a heaven to them. There was no ruler, no monarch, no dictation as to what they must believe, or what they should do in a religious way. The gospel of Christ was preached to them by their ministers and they enjoyed a freedom which they loved and cared not to part with.

On all occasions wherein the colonists participated in matters of public importance, opposition to the rule of England, and afterwards the opposition by force of arms, the Dorchester colonists took a prominent and creditable part.

In 1761 there was argued before the Court in Boston the great cause in the matter of Writs of Assistance. This may be called the opening act of the Revolution. James Otis made the famous argument against it, and his effort was a masterly one.

When the repeal of the Stamp act was made known May 19, 1766, having passed the House of Commons and the House of Lords March 18, there was great rejoicing throughout the colony. Many demonstrations were held in Boston and there was a big celebration in Dorchester.

The most intense excitement in the history of the Dorchester colony, as perhaps in all the colonies, was that after the repeal of the Stamp act, which excitement continued until long after the close of the Revolution.

Everywhere there was a determination to use only the products of the country and its manufactures. Dorchester was one of the first to take the step, and in 1767 the town voted to encourage the produce and manufactures of the country and lessen the use of foreign superfluities. So it was that the colonists abstained from many luxuries and even many ordinary articles of food, and denied themselves, rather than submit to the taxation of England.

September 30, 1768, the long expected ships of war, with British troops aboard, arrived in the harbor. There were armed schooners, transports, etc., and they came up the harbor and anchored round the town. Their cannon were loaded and all made ready as if for a regular siege. These vessels were the Beaver, Senegal, Martin, Glasgow, Marmad, Romney, Lancaster and Bonetta, which, with the vessels already in the harbor, made twelve.

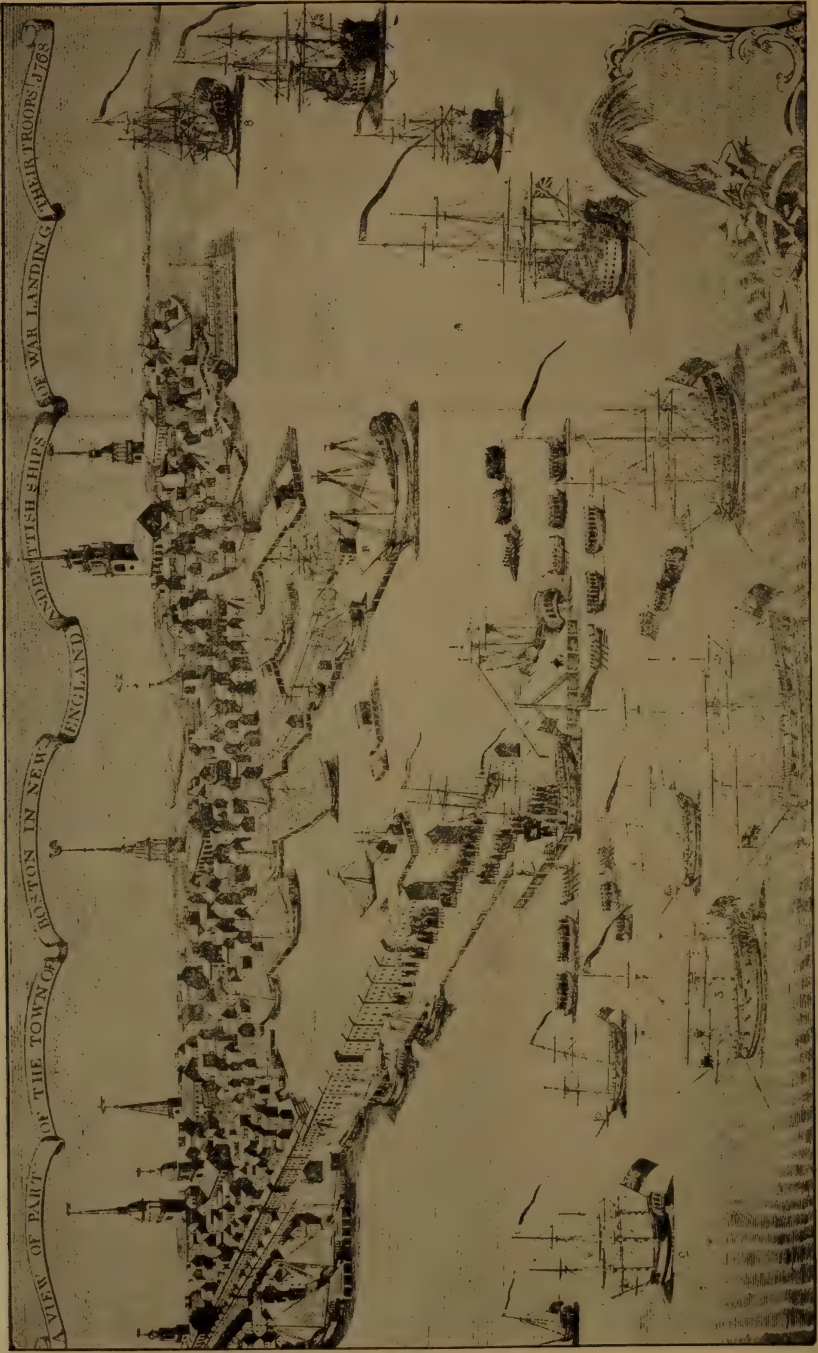
At noon, Saturday, October 4, the 14th and 29th regiments and a detachment from the 59th regiment and train of artillery, with two pieces of cannon, landed on Long wharf.

After forming line on the wharf, they marched with insolent parade, drums beating and fifes playing and colors flying, up King Street, each soldier having received sixteen rounds of powder and ball.

The arrival of this fleet was another step of the English government that further angered the colonists and helped to keep alive the spirit of rebellion and irritation.

The town of Dorchester, in 1770, complimented in handsomely prepared resolutions, the merchants of Boston, who had agreed not to import certain articles while the duty remained on them, such as glass, paper, etc., and voted not to purchase goods of those importers who would not also make similar agreements, and they also voted not to drink tea, except in cases of sickness, until the duty was removed.

January 4, 1773, the town of Dorchester unanimously passed nine resolutions in relation to Colonial affairs, taking a stand which made them admired by the entire colony. They set forth that the efforts of the British Parliament to impose upon the colonists laws, without their consent, was a usurpation; that the wresting from the control of the Province its principal fortress (The Castle) was a great grievance; that an act of Parliament to hurry persons from their country for trial "appears to come little short of any court of inquisition." There were



LANDING OF BRITISH TROOPS IN 1768.

other resolves of a similar character. They also extended hearty thanks to the people of Boston for their constant watch of the enemies of the country.

The taking away of the Castle, a fortress in which the town of Dorchester had always a special interest, as it was nearer that shore than any other, was a source of much regret to them. Dorchester had taken most active part in its erection, and provided for it, and for many years it was in charge of one of Dorchester's favorite sons.

At the meeting where these resolutions were passed, the town also chose a committee of correspondence, consisting of Capt. Lemuel Robinson, Capt. John Homans and Samuel How. This committee was to represent the town in all conferences with similar committees from other towns in the management of affairs concerning the opposition to Great Britain's impositions.

Dorchester was one of the first towns to take the step of paying its Province tax to Henry Gardner of Stow, rather than to Harrison Gray Otis. Gardner was treasurer of the Sons of Liberty which was organized about 1768, and Otis was treasurer for the Crown. At the same meeting it was also voted to post in a public place the names of all those persons who made use of or sold East India tea.

It having become evident that there would be a conflict between the colonists and the British soldiers, the year 1774 was remarkable for the "trainings" and large numbers of the male inhabitants participated.

Dorchester Neck, in 1775, had nine dwelling houses, in which were twelve families.

On Nook Lane, or "The Way to the Nook," was the Foster house, which, as stated before, was the only house west of "The Way to the Castle." The next house was that owned by Mr. Bird, situated on a lane leading from what is the head of Fourth Street, and a short distance from what is now G Street was a lane in which was built a barracks about one story high. This barracks was afterward altered into a dwelling house by adding a second story, and it was occupied by Oliver Wiswell.

Near the present old Hawes' church, opposite police station 12, were several houses known as "The Village." One of these was occupied by Mr. Deluce, one by Mr. Marshall and another by Mr. Harrington. One of these remained standing until a few years ago, when it was destroyed to make way for a more modern dwelling house. Deluce's house was a low building, and for many years before its destruction in 1856, was unoccupied.

Then there was the Williams house, not far from station 12, and behind it, nearer to the seashore, was the house of Mr. Farrington, and a little to the east of this on a lane leading from the Old Road stood the Mann house.

Still further east and near the present location of the old Hawes' burying grounds stood the house of Mr. Harrington, some of whose

descendants still reside in South Boston. A short distance southeast of the house stood the barn.

Nearly opposite the Harrington house, and close to what is now East Fourth Street, was John Wiswell's house, and in his orchard, east of the house, was his barn.

At the extreme Point was the house and barn of Deacon Blake. On this estate was a large orchard consisting of 100 trees of various kinds.

Between Dorchester Street and D Street were numerous trees, almost a small forest. There was also a fine orchard on the Foster estate and the remainder of the property was largely given up to pasturage.

The nine houses at Dorchester Neck, therefore, were occupied by Mrs. Foster, Mr. Bird, Mr. Deluce, Mr. Williams, Mr. Farrington, Mr. Harrington, John Wiswell, Deacon Blake and Oliver Wiswell. Other residents were Mr. Marshall and Mr. Mann.

In 1744, after a pastorate of forty-four years, Rev. Mr. Bowman severed his connection with the church and his place was filled by Rev. Moses Everett. May 27, 1774, he was unanimously chosen pastor.

CHAPTER XI.

EVENTS PRIOR TO THE SIEGE AND EVACUATION OF BOSTON.

British soldiers become numerous in Boston — Boston massacre, the tea party, the Boston port bill and other events — Resistance to acts continued — Boston Neck fortified — American fortifications in Somerville, Cambridge and Roxbury — Siege of Boston commenced — Gen. Washington takes command of the army — Cannon, mortars, etc., brought from Ticonderoga — Calm before the storm — Many residents at the Neck removed to Dorchester for safety — British raid on Dorchester Neck — A thousand British soldiers cross from the Castle and destroy six dwellings, barns, etc., and take prisoners — Description of houses destroyed — Consternation among Dorchester residents, owing to the raid — Damage to the property.

THE complete story of the War of the Revolution and what led to it, is of no particular interest in the history of any one locality.

Although Dorchester and its people took a prominent part in that memorable contest, the result of which was the formation of a new Republic, the events of the entire war have filled several volumes, and need no repetition here. Students of history, even in our public schools, know of the noble and successful struggle made by the colonists.

As stated by a well known historian the people of New England brought with them the principles that the people are the fountain of political power and that there can be no just taxation without representation, and they contended for the right of applying these principles according to their demands.

As the most important event of the War of the Revolution occurred within the confines of what is now South Boston, as it was here in our own district and on our shores that batteries and fortifications were erected, and upon our own Dorchester Heights that Gen. Washington struck the first and most telling blow that warned the British tyrants that the Americans were a strategic people, a determined people, and a people ready to lay down their lives, if necessary, for their laudable purpose, this History of South Boston would not be complete unless mention was made of those important chapters of American history.

The Stamp act was the first step that incited and angered the people, and it was in August, 1765, that the riots occurred in opposition to this iniquitous tax. Within a few years the English soldiers became more numerous in Boston, and March 5, 1770, the terrible Boston massacre occurred. December 16, 1773, the "Tea Party" was held, and citizens, disguised as Indians, threw the cargoes of tea overboard, which, as Hutchinson wrote, was the boldest stroke that had been struck in America.

The Boston port bill was signed March 31, 1774, and went into effect on the first day of June. The execution of this measure devolved upon Gen. Thomas Gage, who arrived in Boston, May 13, 1774.

This bill aroused the indignation of the people to a still greater pitch, and the loyalists, who favored the bill, were alarmed. Hence a large force was soon concentrated in Boston.

June 14, the 4th. or king's own regiment, and on the 15th. the 43rd. regiment landed at Long wharf and encamped on the Common. Additional troops arrived, and on the 4th. and 5th. of July, the 5th. and 38th. regiments landed at the same place. On the 6th. of August, the 59th. regiment arrived from Halifax, and during the following week landed at Salem and there encamped. Additional troops were ordered from New York, the Jerseys and Quebec.

The effort to put into effect this and similar laws was the turning point of the Revolution. In July, 1774, circulars were sent from Boston by those opposed to the taxation, to all the towns, and after that every effort was made to thwart the attempts to carry out the law.

"To obey would be to annihilate the last vestiges of liberty in this province," said one patriot, "and therefore we must be justified by God and the world in never submitting to them."

Another said "No danger shall affright, no difficulties shall intimidate us, and if, in support of our rights, we are called to encounter even death, we are yet undaunted, sensible that he can never die too soon who lays down his life to support the laws and liberties of his country."

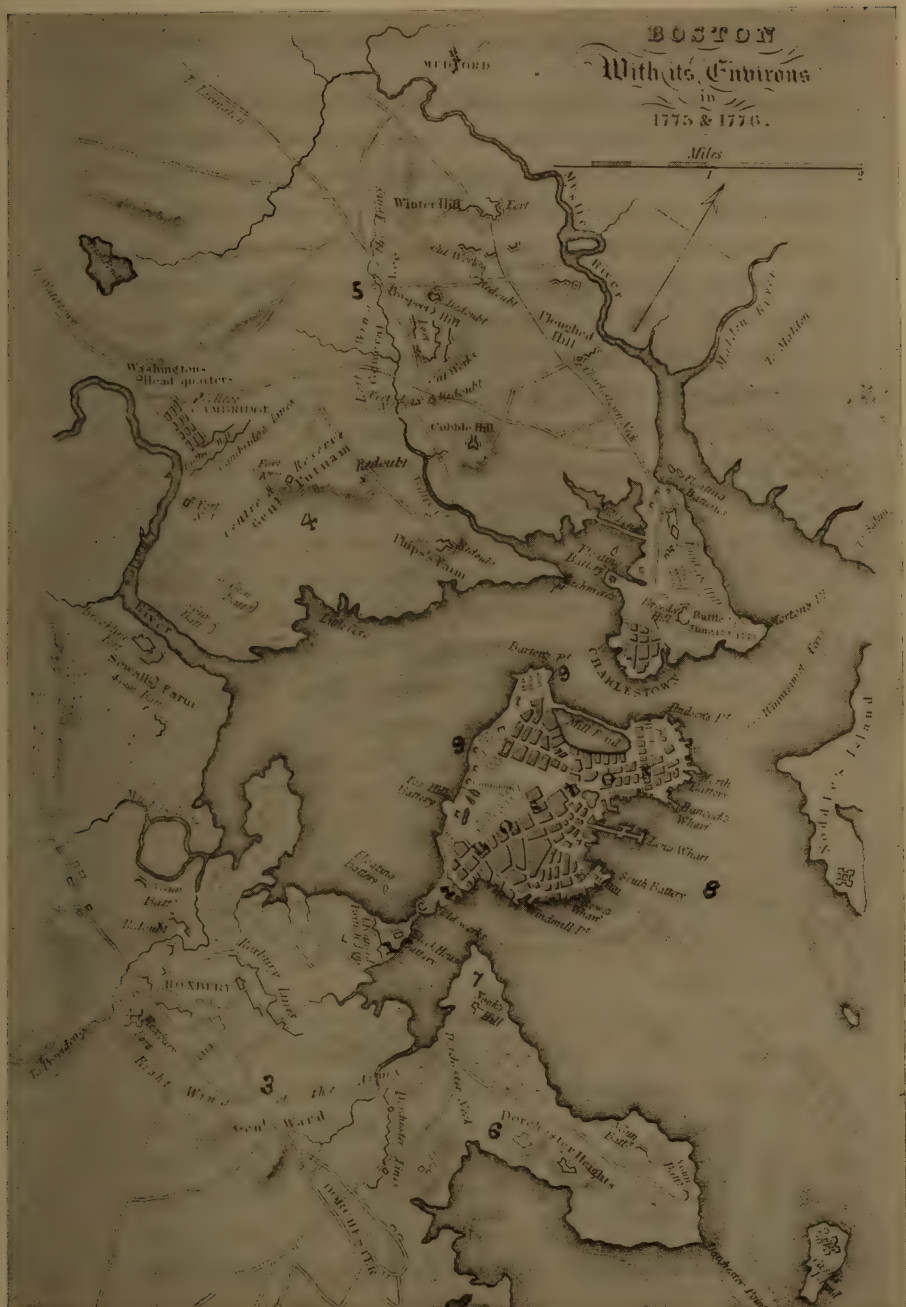
Resistance to the acts continued to be manifested in every form. Gen. Gage saw no hope of securing obedience, but by the power of arms, and the patriot party saw no safety in anything short of military preparation.

Gen. Gage fortified Boston Neck (about where now is Washington and Dover Streets) and this added to the excitement of the times. He mounted on the works two 24-pounders and eight 9-pounders. Every possible effort was made to prevent this, but without success.

The first six months of 1775 were eventful ones in Boston. Insults continued to be heaped upon the people by the British soldiers. In every possible way Gen. Gage endeavored to annoy the inhabitants.

The Battles of Lexington and Bunker Hill took place during this time, and they emphasized to England that the colonists would willingly give up their lives, if necessary, to protect their liberties. Although no victory was gained at either place, for either side, yet it showed to the world of what the Americans were made.

Immediately after the Battle of Bunker Hill fortifications were built on Prospect Hill and Winter Hill in Somerville, and at Cambridge there were extensive works stretching from near the colleges to the Charles River.



On the Roxbury end the work of fortifying was carried on vigorously under the direction of Gen. John Thomas. There was a fort upon the hill near the meeting-house, an intrenchment at Dudley House, including the garden and extending to the hill east of the meeting-house. There was a small breastwork across the main street, and another on the Dorchester road near the burying ground. Still another was on the road through the lands and meadows, a little south of the George Tavern.

These were the fortifications of the colonists, and June 24 heavy cannon were planted at the works on the hill above the Roxbury work-house, and July 1 shot were thrown from them into Boston.

July 2, 1775, was a memorable one in the history of Boston. On this day the Siege of Boston commenced, and Gen. Washington, who had been chosen by Congress, June 15, to be general in command of the Continental army, took command in Cambridge. There were about 6,753 inhabitants in Boston at the beginning of the siege.

On receipt of the news of the Battle of Bunker Hill, a despatch was sent from England, dated August 2, withdrawing General Gage from command and announcing Gen. Howe as his successor.

January 1, 1776, the opening of the new year, the Union flag of the thirteen stripes was hoisted in compliment to the thirteen united colonies, and the new Continental army was given renewed life.

Discouraging indeed was the state of affairs witnessed by Gen. Washington when he assumed command. His army consisted of raw recruits, with scant arms, but a small supply of powder, and but few of the necessities of life, yet the entire country was looking and waiting with breathless anxiety for him to expel the British forces from Boston.

Having received a communication from Congress (December 22) to make an assault upon the troops in any manner he might think expedient, notwithstanding the town and property in it might be destroyed, Gen. Washington submitted the question of attack to a council of war, January 16. He stated that in his judgment, it was "indispensably necessary to make a bold attempt to conquer the ministerial troops in Boston before they could be reinforced in the spring, if the means could be provided, and a favorable opportunity should offer."

It was unanimously agreed that a vigorous attempt ought to be made on Boston as soon as practicable. The present force, however, was inadequate to such an enterprise, and the requisition of Gen. Washington on Massachusetts, New Hampshire, and Connecticut, for thirteen regiments of militia to be at Cambridge by the first of February and to remain until the last of March, was approved by Congress.

Having obeyed instructions given the November previous to proceed to New York, Ticonderoga, Crown Point or St. John's, and there secure all the cannon, mortars, shells, lead and ammunition possible, Col. Henry Knox returned to Cambridge, January 18, 1776, with a fine

train of artillery. He had 55 pieces of iron and brass ordnance, one barrel of flints and 23 boxes of lead, equal to 2,300 pounds.

Francis S. Drake says "This achievement stamped the character of Knox for boldness, enterprise, fertility of resource and genius, supplied the means for fortifying Dorchester Heights, and vindicated the judgment of Washington in selecting him for the important and responsible duties of the artillery and ordnance departments."

Gen. Washington had completed the reorganization of his army and had about 100 barrels of powder in reserve.

During the month of February there was but little of importance undertaken by Washington. Three British sentinels were captured at Boston Neck without a gun being fired, the works at Lechmere's Point were strengthened and heavy cannon and mortar were planted. Another mortar was planted on Lamb's Dam. Discipline was rigidly enforced.

During this month, however, an attack was made on Dorchester Neck and considerable damage done. A party of Britishers from the Castle and another party from Boston, several hundred grenadiers and light infantry, crossed to Dorchester Neck (South Boston) February 14, and surprised the American guard there. The guard consisted of seventy men.

The residents of the Neck, unable to make much resistance to possible transgressors, had removed to Dorchester, where they might feel reasonably sure of security from danger. They took with them the greater part of their household goods and other personal property, leaving in some instances small quantities of hay and grain and articles of but little value.

Early in the morning of Wednesday, February 14, the British troops landed on the Neck, in accordance with orders received from General Howe. The detachment from Castle William was in command of Lieut. Leslie, and the grenadiers and light infantry were commanded by Maj. Musgrave. They destroyed every house that they saw and every kind of cover on the peninsula and six of the patriot guards were taken prisoners.

Almon's Remembrancer, under date of February 22, 1776, gives an excellent and clear account of what occurred during this raid. It states: "We hear from Dorchester that about four o'clock Wednesday morning, a large party of ministerial troops were discovered crossing the ice on Boston Neck to Dorchester Neck, supposed to be about a thousand. The sentry immediately discharged his piece at them, and ran to the guard-house to inform Capt. Barnes (who commanded the guard) who had already taken alarm by the sentries firing their pieces; and from information he could get of the course they were steering, judged their design was to cut off the retreat of the guard, which consisted only of sixty men.

"Capt. Barnes immediately marched his guard off the Neck to the edge of the marsh, and just escaped them, and lest the guns that had been fired should not alarm the camp, he had sent off several messengers; the enemy marched along with two field pieces, and posted themselves in so advantageous a manner, that Capt. Barnes could not attack them with the least hope of success, but waited for the reinforcements.

"In the meantime the regulars improved every minute of their time, in setting fire to the buildings on Dorchester Neck, while they still moved towards the Castle, where boats were ready to receive them, but our troops were so close upon them, that they put out the fire of six or seven of the buildings, and reached the point next the Castle, before the regulars who had made prisoners of six of the guard, and an old man, an inhabitant, had reached the same place.

"P.S.—It is about two miles from the encampment at Dorchester over the causeway, etc., to the said guardhouse, and one mile to the point next the Castle."

It may have been that Gen. Howe wished merely to destroy the houses on the Neck, but it was the opinion of many of the American officers, that he hoped, through the alarm caused by this movement of his troops, to draw from the main army at Roxbury to such an extent that he could, without fear, attack the remainder and force them to abandon their position.

Gen. Washington, in a letter to Congress, describing the event, said: "The regulars burned some of the houses there which were of no value to us, nor would they have been, unless we take post there. They then might have been of some service."

There were no grounds for any suspicion of cowardice toward the guards, for, in a letter from Col. Huntington to Gov. Trumbull, the writer says, "Much blame has been thrown on our guard, at Dorchester, on occasion of the late excursion of the enemy there, and burning a few desolate houses there, but I hear Gen. Ward approved their conduct."

Efforts to learn the name of the "old inhabitant" have been without avail.

From a statement of Mr. Noah Clap, the town clerk of Dorchester, there were at the time of this raid, eleven dwelling houses at the Neck, of which six were burned, together with ten or twelve barns, shops, etc.

Fortunately the houses destroyed can be described with some degree of accuracy. The following is taken from Mr. Francis E. Blake's articles on the raid:

"The Foster House was the only one on the Neck west of the "Road to the Castle" (Dorchester Street) and was occupied by the widow of Capt. James Foster with her children. It stood upon the lot now covered by Dahlgren hall, on E Street (formerly the E Street Congregational church building) and before the erection of this building, the old cellar was plainly visible.

"The situation of this house was very delightful, commanding a full view of the towns of Boston, Roxbury and Charlestown. The ground, sloping to the north, west and south, made it especially attractive and there was nothing to interfere with the view in these directions except the small hill, called Nook Hill, which was subsequently occupied and fortified by the American forces.

"The Foster house was surrounded by stately elms and has been described as an elegant residence, far exceeding in finish and appointments the majority of dwellings in this vicinity. It was "papered and painted throughout" so unusual a thing as to be mentioned in a claim presented for damages, and it is said that its elegance led the British soldiers to think it was the property of a tory.

"The main house was forty feet by twenty feet, two stories high, and a gambrel roof, with an ell, thirty feet by twenty feet, of one story.

"In close proximity to the house were two barns "completely finished," besides wood-houses, a shop, a corn barn "partly a store," a cider mill, etc. All of these buildings were destroyed, but fortunately Mrs. Foster had removed all personal property of value. The fences on the estate also suffered at the hands of the troops, some being burned and others doubtless being thrown down in their hurried march across the fields. The administrator of Mr. Foster's estate claimed £21 for "part of Inventory sold to repair fences laid waste by Enemy." The whole amount of loss here was estimated, in 1782, at £745.

"The next house easterly was that of Mr. Oliver Wiswell, situated on a lane, which corresponded nearly with the present Fourth Street, east of Dorchester Street — approximate to what was long known (in after years) as the Bird schoolhouse. This building, two stories high, fifty-six feet by twenty feet, was destroyed and also a very large barn with other buildings, hay, implements, etc.

"From Mr. Wiswell's house it was but a short distance to the farm of Mrs. Ruth Bird, the widow of Jonathan Bird. The house was on the easterly side of G Street, on the spot where Dr. Samuel G. Howe long resided. It was thirty-six feet by thirty feet, of "two stories and a garret" with an ell, and a barn, which were consumed, the total value being estimated at £325.

"Down the hill near the present corner of Fifth and K Streets was the old Withington homestead where Hopestill Withington and family long resided. It was a small building, and an old one, "two stories and a garret" twenty feet by forty feet, erected before 1757, to replace the first house built there by Capt. John Withington, who led the company of Dorchester soldiers in the Canada expedition of 1690.

"Unfortunately, some of the feather beds, bedding, etc., were left in the house, which, with the barn, was entirely consumed. Later his son claimed the value of the property burned at £87.

"Entering upon the road to the Castle, perhaps through the road to

Powow Point, the British troops moved easterly to a barn belonging to Enoch Wiswell, a brother of Oliver above-named. This we locate on the northerly side of Fourth Street, between M and N Streets. Here a house was standing as early as 1713. Mr. Wiswell was taxed in 1771 for a house, the annual worth of which was rated at £4 10s., but the building, if standing in 1776, appears to have escaped destruction by the enemy. In addition to the barn a few tons of hay and some agricultural implements, with a "large brass kettle," were also lost by Mr. Wiswell. The total loss here was estimated at £106 12s.

"John Wiswell, a son of Enoch, was at that time, or subsequently, a soldier in the Continental service.

"At the extreme point, near P Street and East Broadway, was the Blake estate, upon which were two houses, one belonging to the estate of Samuel Blake, deceased, and the other to James Blake. The latter, erected previous to 1732, was two stories and a half with an ell, of good dimensions and in good condition, and the other was probably of more recent building, but of equal value. The two houses with the barn near by were both destroyed. It is stated that Mr. James Blake, from his house in Dorchester, powerless to prevent the destruction, could see the flames from his burning buildings. He had been so much annoyed by the British, months before, that he removed nearly everything of value from the house, as did also the occupants of the neighboring dwelling, and the reported loss of £480 covered the value of the two houses and barn."

Four years after this event Mr. Blake asked leave of the Council to remove one of the barracks erected for the use of the army on land near by, and place it over "the Cellar of the House of your Petitioner which was Burnt by the Enemy," and that he might "have the benefit of improving the said Barracks a short time as a dwelling-house."

He desired an immediate answer to his request, that he might "take advantage of the present snow to remove it on." It is believed that the request was granted, and that Mr. Blake occupied the building until he could erect a suitable dwelling for himself. A portion of the house then erected was removed in 1835, and is now occupied by Mr. Francis E. Park, on the corner of Broadway and P Street.

For many years there was a house on what was known as the Mann estate on Second Street, between I and K Streets. It was standing in 1771, but appears to have escaped the torch of the soldiers in 1776. It, or at least a house, was on the spot in 1785. Several other houses, perhaps five in all, were left unharmed. One was probably owned in part by Matthew Bird, and with others was located near the present I and K Streets.

If any reason can be assigned for these houses having been passed without being destroyed it is probably because the march of the soldiers was on the southerly side of the hills and they were in so great a hurry to get away that they paid no attention to those buildings which were

not conspicuous. The troops had to hurriedly embark in their boats and make for the Castle.

An account of the raid from a British point of view was given by Col. Stephen Kemble, while Deputy Adjutant General of the British Army in North America. He wrote at that time :

"Tuesday, Feb. 13th. This day Musgraves Light Infantry being ordered by the General to be struck out of the Detail gave me reason to apprehend something was going forward ; the Major of Brigade of the day calling on me in the Afternoon with the General's directons for Musgrave's Corps being intended in the detail did not shake my opinion, in which I was confirmed by the General's acquainting me in the Evening that Maj. Musgrave, with Corps and 7 companies of Grenadiers, were to cross the River to Dorchester at 3 in the Morning ; the two corps composed about 330 Men, and that Col. Leslie, with six companies of the 64th. were to land from the Castle on the Neck, directly opposite to it, the Intention of both to burn the houses on the Neck from Fosters Hill to the Castle, which was executed between 4 and 5 o'clock in the Morning very effectually, without the loss of one Man either Killed or Wounded. Five Deserters were taken, all country born and belonging to Col. Ward's Regiment, who say they were Sentries, and part of a Guard of 70 or 80 men placed there at a House near Fosters Hill, but the Guard got entirely off, thro' the darkness of the Night, during which some snow fell, so as to make it impossible for our People to see them hid in the Wood. These Prisoners give little intelligence, nor were there found any Fascines or Gabions as a preparation for building a Battery on Fosters Hill as we had been given to understand was intended.

"The General gave all the Prisoners leave to return if they chose it, but only two of the six chose.

"Tuesday, Feb. 20th. Three of the Prisoners taken by Major Musgrave on the Morning of the 14th were sent to the lines to be set at liberty. The rebel officer refused to receive them till he had acquainted his General of it, but they were soon accepted being discharged without any terms demanded by our General."

The total damage by this raid, in an itemized account, places it at £1058, which included total destruction of property and damage done by the soldiers.

The news of the raid and the destruction wrought, caused consternation among the inhabitants of Dorchester and other towns on the coast, and fears of similar raids were entertained by many.

CHAPTER XII.

DORCHESTER HEIGHTS AND NOOK HILL.

Anxiety throughout the country for an attack to be made upon Boston — Arrangement of the American army — Gen. Howe feels secure — Col. Knox's cannon and ammunition put to good use — Washington determined to take Dorchester Heights — Preparations for the event — Attention of the British soldiers diverted — Route to Dorchester Heights — Screwed hay wound round the wheels — Formidable appearing redoubts erected in one night — Gen. Howe surprised — Abstract from Gen. Heath's diary — Gen. Howe determined to attack the intrenchments of the Americans — Preparations of Washington to give the British a warm reception — Storm prevents the proposed assault — Works on the Heights strengthened — Gen. Howe decides to evacuate — Gen. Washington, determined that no mistake shall be made, continues the carrying out of his plans — Gen. Washington's letters to the President of Congress — Gen. Thomas' letter — Unsuccessful effort to fortify Nook Hill followed by another attempt which is successful — Immediate evacuation decided upon, and the British sail away — Letters of Gen. Washington after the evacuation — General rejoicing in the American army — Gen. Washington and his army enter Boston — Gen. Howe criticised at home — New York the next scene of Washington's work — Medal and letter from Congress for Gen. Washington.

WHILE Boston was in a state of seige the people of the entire country were looking and waiting anxiously, ever hopeful, for Gen. Washington to make the attack on the British soldiers in Boston and to retake the town.

Very few, save Gen. Washington and his officers, knew of the actual condition of the American forces. The army was arranged in three divisions, the right wing on the south around Roxbury and Dorchester aggregating about 6,800 men; the centre at Cambridge with about 3,250 men, and the left wing extending from Prospect Hill to Winter Hill, with about 5,600 men. Thus were all avenues from Boston cut off and the British were really imprisoned.

Until the early part of 1776 the American army was in poor condition to make any advance, but through the successful expedition of Col. Knox, the situation was made more encouraging.

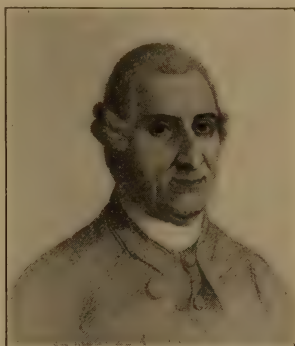
In fact it was owing to the lack of ammunition that deterred Washington. He would probably have crossed the ice of the Charles River and attacked the British forces, but the river did not freeze to any appreciable extent that winter, and the plan was abandoned.

At a council of the officers, held February 16, 1776, Washington represented that when the new regiments were all in from Massachusetts, New Hampshire and Connecticut, if complete, there would be 7,280 men; that the regiments already in camp amounted to 8,797 available men besides the officers, and 1,405 men who might be ordered to join their respective regiments whenever they were called. On the other

hand, from the best intelligence that could be obtained, the number of British in Boston did not exceed 5,000, though they were far better equipped than the Americans.



COL. HENRY KNOX.



GEN. JOHN THOMAS.



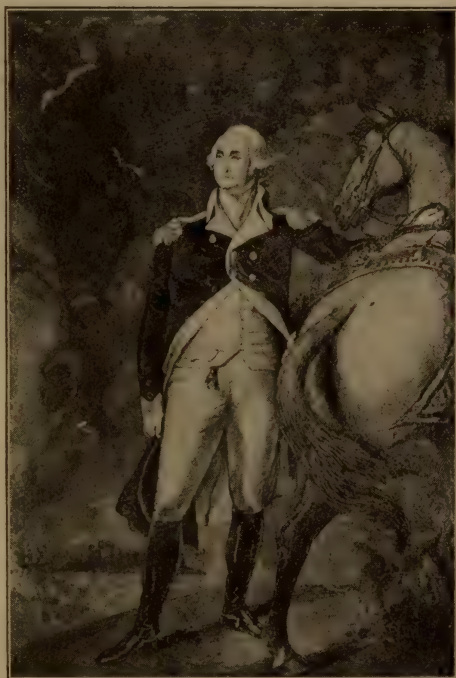
GEN. ARTEMAS WARD.

At this time ham was in conflict in the har- recalled the preceding De-

Gen. Howe strongholds. He Dartmouth, "We least apprehen- upon this place by surprise or the contrary, he they would at- step, and quit trenchments to attribute their The loyalists unbounded con- ulti- mate tri- Britain.

About the when Washing- the British advance, he

displays of force so as to lead the British to suppose that re-enforcements had arrived rather than that the force had been greatly decreased.



GEN. WASHINGTON ON DORCHESTER HEIGHTS.

Admiral Shuld- mand of the bor, having suc- Graves who was latter part of the cember.

felt secure in his wrote to Lord are not in the sive of an attack from the rebels, otherwise." On wished "that tempt so rash a those strong en- which they may present safety." around him felt fidence in the umph of Great

first of January, ton feared lest should make an made false dis-

Washington determined to march on Dorchester Heights and erect thereon redoubts which should command the harbor, and then to fortify Nook Hill. Thus the British would be at his mercy and he could attack the town from that point, with every prospect of success.

To Gen. Washington, and to him alone, is due the credit of the conception of this magnificent piece of work, not alone for its successful culmination, but the planning and arranging for the remarkable act. As commander of the army he was compelled to do something to drive the British from Boston, and to him is due first place in the wonderful achievement.

To Gen. John Thomas, who led the forces in their march to Dorchester Heights, to Gen. Artemus Ward, who was in command at Roxbury, and also to Col. Knox, who had secured the necessaries from Ticonderoga, are due their share of the glory in following out the scheme of Washington.

Gen. John Thomas was an ardent patriot and a good officer and was in command of the camp at Roxbury. He commanded the most exposed camp of the besieged army at that place, and by constant vigilance preserved it from injury. Among his troops, composed of undisciplined countrymen, he was the first to introduce order and regularity without severity.

Monday, February 26, Washington wrote, "We have, under many difficulties, on account of hard frozen ground, completed our work on Lechmere's Point. We have got some heavy pieces of ordnance placed there, two platforms fixed for mortars, and everything ready for any offensive operation. Strong guards are now mounted there, and also at Cobble Hill." Ten regiments had come in to strengthen the lines.

On this day, also, Washington informed the Council of Massachusetts of his intention to take possession of Dorchester Heights, and requested them to order the militia of the towns contiguous to Dorchester and Roxbury "to repair to the lines at these places, with their arms, ammunition, and accoutrements, instantly upon a signal being given." The Council promptly complied.

He also wrote to Congress the same day, "I should think if anything will induce them to hazard an engagement, it will be our attempting to fortify these Heights, as, on that event taking place, we shall be able to command a great part of the town, and almost the whole harbor, and to make them rather disagreeable than otherwise, provided we can get a sufficient supply of what we greatly want."

At the opening of March there was everywhere in the American camp, indications of an approaching conflict. Chandeliers, fascines and gabions, screwed hay in large quantities, were collected for intrenching purposes; two thousand bandages were prepared to dress broken limbs; forty-five batteaux, each capable of carrying eight men and two floating batteries, were grouped in the Charles River. The militia from the

neighboring towns, applied for by Washington, February 26, poured into camp with patriotic alacrity.

Strictly were the plans of Washington kept secret. To divert the attention of the enemy a severe cannonade and bombardment on the night of the second of March, was commenced against Boston, from the strengthened Cobble Hill, Lechmere's Point and Lamb's Dam. It shattered many houses and one shot wounded six men in a regimental guardhouse. The British returned the fire with spirit, and threw a 13-inch shell as far as Prospect Hill, but did no material damage. The Americans, in firing, burst two 13-inch mortars and three 10-inch mortars. They had not been properly bedded.

A similar cannonade was continued on the night of March 3.

On the night of Monday, March 4, the attention of the British was again occupied by a severe cannonade. In return they fired shot and shell.

While the occupants of Boston were engaged in looking after their own safety, the American camp was a scene of great activity.

About seven o'clock Gen. Thomas, with 2,000 men, marched to take possession of Dorchester Heights. A covering party of 800 led the way. The carts, with entrenching tools, followed. Then came 1,200 troops under the immediate command of Gen. Thomas, and a train of 300 carts loaded with fascines and hay brought up the rear.

The exact route taken by Washington's army, on the way from Roxbury to Dorchester Heights, has never fully been described in history. Considering, however, that the start had necessarily to be made from a point near the town of Dorchester, rough roads and in fact fields and meadows had to be crossed until the "old road" or "Road to the Castle" was reached, and then it was easy to ascend the Heights. The old road was reached at a point on Boston Street, near the corner of Ellery Street.

The least noise, the faintest indication of a light, would have been sufficient to rouse the British guards at Boston Neck, but a short distance across that body of water now known as South Bay. The greatest precaution was observed. The screwed hay was strewn along the ground and also fastened around the wheels of the 300 carts which contained the chandeliers and fascines to be used in building the intrenchments. These carts were under the special care of Mr. Goddard, of Brookline, and Mr. James Boies, of Dorchester. A great number of these bundles of hay were ranged in a line along Dorchester Neck on the side next the enemy to protect the troops, while passing, from being raked by the fire of the enemy. Fortunately, although the moon, as Washington writes, was shining in its full lustre, the flash and roar of cannon from opposite directions, and the bursting of bombshells high in the air, so engaged and diverted the attention of the enemy, that the detachment reached its destination without being heard or perceived. The carts were obliged to make several trips during the night, and one

of the teamsters, Mr. Sumner, made five trips before daylight. A great quantity of material was necessary, and there was but little time in which to complete the work.

Engineer Gridley, who had charge of similar work at Bunker Hill, was engineer at Dorchester Heights and assisted in the carrying out of the plans. Gen. Washington, according to Washington Irving's book, was busily engaged in urging and encouraging the men in their labors.

The occasion was one of intense interest and excitement. All the soldiers exerted themselves to the utmost, and, as if by magic, the fascines were set up with stakes, like basket work, and the interstices were filled with whatever material was procurable. The moon shone brightly and lent her light to aid in the completion of a work which was to prove of the greatest advantage to Boston, and help to secure the salvation of America.

The silence of the night was disturbed by the continual roar of cannon and the bursting of British shells, which often exploded high in the air and scattered their fragments in every direction.

No one was allowed to speak above a whisper. All the work and strength that was in the soldiers was expected of them, at that time, and they obeyed magnificently. Each did his part, there was no grumbling and all were fully aware of the importance of the undertaking in which they were engaged.

The eye of the commander-in-chief was upon them. Though not called there by his duties, Gen. Washington could not absent himself from this eventful operation.

Hon. Edward Everett, of Dorchester, in an oration delivered there July 4, 1855, beautifully describes the probable surroundings of Gen. Washington :

"All around him intense movement, while nothing was to be heard excepting the tread of busy feet, and the dull sound of the mattock upon the frozen soil. Beneath him the slumbering batteries of the Castle ; the roadsteads and harbor filled with the vessels of the royal fleet, motionless, except as they swung round at their moorings at the turn of the midnight tide ; the beleaguered city occupied with a powerful army, and a considerable non-combatant population, startled into unnatural vigilance by the incessant and destructive cannonade, yet unobservant of the great operations in progress so near them ; the surrounding country, dotted with a hundred rural settlements, roused from the deep sleep of a New England village, by the unwonted glare and tumult."

About four o'clock in the morning a relief party was sent to further the work commenced by those who had preceded them. Rapidly the fascines were set up and every crevice filled.

As the sun rose above the horizon it revealed to the British the two forts erected on the Heights, which had been considered by the British General, as well as by Gen. Washington, the most advantageous point to occupy.

With astonishment depicted in his every feature, Gen. Howe gazed upon the work of the night before, and said "I know not what I shall do. The rebels have done more in one night than my whole army could have done in one month."

"It must have been the work of 12,000 men," he wrote to Lord Dartmouth.

An American who was on Dorchester Heights, gives a picture of the scene when the earthworks were discovered by the enemy :

"A tremendous cannonade was commenced from the forts in Boston, and the shipping in the harbor," he wrote. "Cannon shot are continually rolling and rebounding over the hill, and it is astonishing to observe how little our soldiers are terrified by them. The royal troops are perceived to be in motion, as if embarking to pass the harbor and land on Dorchester shore, to attack our works. The hills and elevations in this vicinity are covered with spectators, to witness deeds of horror in the expected conflict. His Excellency, General Washington, is present, animating and encouraging the soldiers, and they in turn manifest their joy, and express a warm desire for the approach of the enemy ; each man knows his own place. Out breastworks are strengthened, and among the means of defence are a great number of barrels, filled with stones and sand, and arranged in front of our works, which are to be put in motion and made to roll down the hill, to break the legs of the assailants as they advance."

Gen. Thomas was reinforced with 2,000 men. Old Putnam and Gen. Sullivan stood ready to make a descent upon the north side of the town, with 4,000 picked men, as soon as the Heights on the south should be assailed. "All the forenoon," wrote the American before mentioned, "we were in momentary expectation of witnessing an awful scene ; nothing less than the carnage of Breed's Hill battle was expected."

As Washington rode about the Heights he reminded the troops that it was the 5th. of March, the anniversary of the Boston massacre, and called on them to avenge the slaughter of their brethren. They answered him with shouts.

It was evident to the British soldiers in Boston, and those on the fleet in the harbor, that the one night's work of the American soldiers had brought the British at once into their power.

Admiral Shulldham immediately decided that unless those who occupied the Heights were dislodged, the vessels in the harbor could not ride in safety, and it was also evident that the troops in Boston were in a dangerous position.

Gen. Heath, one of Washington's officers, kept a diary of the incidents of the siege of Boston. The following is quoted therefrom :

"March 1, 2 and 3, — A number of mortars removed to Roxbury. Screwed hay brought from Chelsea and Dorchester and great preparations making. Heavy cannonade. Col. David Mason, chief engineer at Lamb's Dam, injured by the bursting of a 10-inch mortar.

"March 4,—At one o'clock I was in Roxbury. It seemed as if it had been raining for some time. The General had ordered over two regiments from Cambridge, and had called out five regiments of minute-men and as many more almost had come in as volunteers, well armed and ready to take part in the conflict. To the honor of the militia in the neighborhood it was said that they behaved nobly on this occasion, for when those who had teams were called on for their assistance, not the least excuse was made, but one and all, with one voice said, 'Yes, I am ready; I will go with my team.' And many more came than could be made use of. A little before sunset we marched off from Roxbury, and for more than half a mile before we came to the Dorchester lines we overtook teams in great plenty, nor did we find any vacancy until we came to the lines. In some places they were so wedged in together we were obliged to leave the road to get forward. Reached the lines at seven o'clock, where we waited half an hour for orders, when the signal was given, and the cannonade began at Lamb's Fort, and was immediately answered by a very warm fire from the enemy's line. Our party, consisting of about 2,400 men with 300 teams, were crossing the marshes to the Neck, which, together with the fresh breeze at S. W. concealed us from the enemy until they could see our works at daylight. The division to which I was assigned, commanded by Col. Whitcomb, was ordered to the northerly hill, where in one hour's time we had a fort enclosed with fascines placed in chandeliers, and we immediately used as many men intrenching as could be justly used for that purpose. The larger party was assigned the high hill where they erected a larger fort, built up in the same manner as ours. There were also four smaller forts and batteries erected this night on other eminences on the Neck.

"March 5,—Our party, under the immediate command of Gen. Putnam, were relieved by a detachment of 3,000 men from Roxbury lines, without the notice of the enemy. Our regiment marched off in the rear of the latter, crossed the marsh a little before sunrise, and yet we escaped the shot of the enemy and came to our quarters, sun about an hour high, weary and hungry. The excessive cannonade and bombardment last night did no other damage than mortally wound Lieut. Mayo of Learned's regiment. He lately belonged to Roxbury, and his father was with him when he died."

Gen. Howe could not think for a moment of quietly yielding the possession of the town, whose inhabitants he considered to blame for the war. Relying upon the superior strength of his army he immediately decided to attack the intrenchments, however great the hazard, with all the force he could bring to bear upon them.

Accordingly 2,400 men were ordered to embark in transports, and, under command of Earl Percy, proceed to Castle William. They had instructions to attack the works that night.

All these preparations were observed from the American camp and it was a time of intense excitement with Washington and his army. It was expected by those on other surrounding heights that the scenes of Bunker Hill would again be enacted.

During the afternoon of March 5, when Earl Percy and his troops

expected to make the attack on Dorchester Heights, the wind blew furiously and it was impossible for the ships containing the troops to effect a landing. So great was the surf on the shore where they were to have landed, that they could not live in it. At least one vessel was wrecked on Apple Island.

The attempt, therefore, became impracticable. The following day the wind was boisterous and the rain fell in torrents.

During the delay the Americans were given excellent opportunity to strengthen their works.

Gen. Howe, finally, was forced to abandon his plan, and Earl Percy was obliged to return to Boston with his troops.

It was a disappointment, also, to Gen. Washington. He had made his plans so carefully, and everything was working so well in accordance with his wishes, that it was a source of great regret to him that the proposed attack fell through.

The plan of Washington, had the British attacked the heights, was for an assault upon the British lines from the Cambridge end. Four thousand chosen troops were under parade in Cambridge and arranged in two divisions, one under Gen. Sullivan and the other under Gen. Greene.

On signals being given they were to embark on the boats near the mouth of the Charles River, and under cover of three floating batteries were to attack Boston. The first division was to land at the powder house and gain possession of Beacon Hill and Mount Horem and the second division was to land at Barton's Point, or a little south of it, and, after securing that post, join the other division, force the gates and works at the Neck, and let in the troops from Roxbury.

Perplexed and disappointed beyond measure, Gen. Howe called together his Council. To remain in Boston was to expose his troops to the gravest danger; to withdraw from Boston would occasion a severe loss of property. He addressed his officers and it was so effective as to determine them to evacuate the town in order to save the army. Of course the decision was a mortifying one, and no one felt it more than the British General himself.

The British in Boston were astounded at the turn affairs had taken. The Tories could not understand it. Many determined to take a long journey somewhere rather than to return to England mortified.

When it was determined to leave Boston the British soldiers fell to plundering the houses and stripped them of every valuable article. Gen. Howe issued orders against these outrages, and threatened with death anyone found engaged in them, but they continued and nearly every house and shop was entered and robbed of its most valuable contents.

Great anxiety was felt for the safety of Boston. It had been determined by the Americans to destroy the town, if it should be

necessary, in order to dislodge the enemy. But now the danger was from another source. Gen. Howe threatened, if his troops were assaulted while leaving the city, that he would burn the town.

In order to prevent, if possible, such a calamity, certain communications were attempted. Washington was anxious to save bloodshed, so far as it was in accordance with the cause of freedom, and Howe was equally desirous of preventing an engagement. Although there were no negotiations, there was a tacit understanding that the British were to leave the harbor unmolested.

But even while the British were preparing to leave the town and it was evident that Gen. Howe had decided to evacuate, Gen. Washington, his mind set on making no blunder, and determined to bring matters to a crisis, went on with his preparations for any attack that might be made, or, if necessary, himself to make an attack.

March 7 and March 9 Gen. Washington wrote to the President of the Continental Congress, John Hancock, concerning the events to date.

Copies of all of Washington's letters were published in book form, about 1834, and the following are taken from that book :

CAMBRIDGE, 7 March, 1776.

SIR :

On the 26th ultimo I had the honor of addressing you, and then mentioned that we were making preparations for taking possession of Dorchester Heights. I now beg leave to inform you, that a council of general officers having determined a previous bombardment and cannonade expedient and proper, in order to harass the enemy and divert their attention from that quarter, on Saturday, Sunday, and Monday nights last, we carried them on from our posts at Cobble Hill, Lechmere's Point, and Lamb's Dam. Whether they did the enemy any considerable and what injury, I have not yet heard, but have the pleasure to acquaint you, that they greatly facilitated our schemes, and would have been attended with success, equal to our most sanguine expectations, had it not been for the unlucky bursting of two thirteen and three ten-inch mortars, among which was the brass one taken in the ordnance brig. To what cause to attribute this misfortune, I know not ; whether to any defect in them, or to the inexperience of the bombardiers.

But to return ; on Monday evening, as soon as our firing commenced, a considerable detachment of our men, under the command of Brigadier-General Thomas, crossed the neck, and took possession of the two hills, without the least interruption or annoyance from the enemy ; and by their great activity and industry, before the morning, advanced the work so far as to be secure against their shot. They are now going on with such expedition, that in a little time I hope they will be complete, and enable our troops stationed there to make a vigorous and obstinate stand. During the whole cannonade, which was incessant the two last nights, we were fortunate enough to lose but two men ; one, a lieutenant, by a cannon-ball

taking off his thigh ; the other, a private, by the explosion of a shell, which also slightly wounded four or five more.

Our taking possession of Dorchester Heights is only preparatory to taking post on Nook's Hill, and the points opposite to the south end of Boston. It was absolutely necessary, that they should be previously fortified, in order to cover and command them. As soon as the works on the former are finished, measures will be immediately adopted for securing the latter, and making them as strong and defensible as we can. Their contiguity to the enemy will make them of much importance and of great service to us. As mortars are essential, and indispensably necessary for carrying on our operations, and for the prosecution of our plans, I have applied to two furnaces to have some thirteen-inch ones cast with all expedition imaginable, and am encouraged to hope, from the accounts I have had, that they will be able to do it. When they are done, and a proper supply of powder obtained, I flatter myself, from the posts we have just taken and are about to take, that it will be in our power to force the ministerial troops to an attack, or to dispose of them in some way, that will be of advantage to us. I think from these posts they will be so galled and annoyed, that they must either give us battle or quit their present possessions. I am resolved that nothing on my part shall be wanting to effect the one or the other.

It having been the general opinion, that the enemy would attempt to dislodge our people from the Heights, and force their works as soon as they were discovered, which probably might have brought on a general engagement, it was thought advisable, that the honorable Council should be applied to, to order in the militia from the neighboring and adjacent towns. I wrote to them on the subject, which they most readily complied with ; and, in justice to the militia, I cannot but inform you, that they came in at the appointed time, and manifested the greatest alertness and determined resolution to act like men engaged in the cause of freedom.

When the enemy first discovered our works in the morning, they seemed to be in great confusion, and, from their movements, to intend an attack. It is much to be wished, that it had been made. The event, I think, must have been fortunate, and nothing less than success and victory on our side, as our officers and men appeared impatient for the appeal, and to possess the most animated sentiments and determined resolution. On Tuesday evening a considerable number of their troops embarked on board of their transports, and fell down to the Castle, where part of them landed before dark. One or two of the vessels got aground, and were fired at by our people with a field-piece, but without any damage. What was the design of this embarkation and landing, I have not been able to learn. It would seem as if they meant an attack ; for it is most probable, that, if they make one on our works at Dorchester at this time, they will first go to the Castle, and come from thence. If such was their design a violent storm that night, which lasted till eight o'clock the next day, rendered the execution of it impracticable. It carried one or two of their vessels ashore, which they have since got off.

In case the ministerial troops had made an attempt to dislodge our men from Dorchester Heights, and the number detached upon the occasion had been so great as to have afforded a probability of a successful attack

being made upon Boston ; on a signal being given from Roxbury for that purpose, agreeably to a settled and concerted plan, four thousand chosen men, who were held in readiness, were to have embarked at the mouth of Cambridge River, in two divisions, the first under command of Brigadier-General Sullivan, the second under Brigadier-General Greene ; the whole to have been commanded by Major-General Putnam. The first division was to land at the powder-house, and gain possession of Beacon Hill and Mount Horam ; the second at Barton's Point, or a little south of it, and, after securing that post, to join the other division, and force the enemy's gates and works at the neck, for letting in the Roxbury troops. Three floating batteries were to have preceded, and gone in front of the other boats, and kept up a heavy fire on that part of the town where our men were to land.

How far our views would have succeeded, had an opportunity offered for attempting the execution, it is impossible for me to say. Nothing less than experiment could determine with precision. The plan was thought to be well digested ; and, as far as I could learn from the cheerfulness and alacrity, which distinguished the officers and men, who were to engage in the enterprise, I had reason to hope for a favorable and happy issue. The militia, who were ordered in from the adjacent towns, brought with them three days' provisions. They were only called upon to act under the idea of an attack being immediately made, and were all discharged this afternoon.

March 9th.—The account given by Capt. Irvine, as to the embarkation, and their being about to leave town, I believe true. There are other circumstances corroborating ; and it seems fully confirmed by a paper signed by four of the selectmen of the town (a copy of which I have the honor to enclose to you), which was brought out yesterday evening by a flag, and delivered to Col. Learned, by Major Bassett, of the tenth regiment, who desired it might be delivered to me as soon as possible. I advised with such of the general officers upon the occasion as I could immediately assemble ; and we determined it right (as it was not addressed to me, nor to anyone else, nor authenticated by the signature of Gen. Howe, or any other act obliging him to a performance of the promise mentioned on his part), that I should give it no answer ; at the same time, that a letter should be returned, as going from Col. Learned, signifying his having laid it before me ; with the reasons assigned for not answering it. A copy of this is sent.

Tonight I shall have a battery thrown up on Nook's Hill, Dorchester Point, with a design of acting as circumstances may require ; it being judged advisable to prosecute our plans of fortifications, as we intended before this information from the selectmen came. It being agreed on all hands, that there is no possibility of stopping them in case they determine to go, I shall order look-outs to be kept upon all the headlands, to discover their movements and course, and, moreover, direct Commodore Manley and his little squadron to dog them, as well for the same purpose, as for picking up any of their vessels, that may chance to depart from their convoy. From their loading with such precipitancy, it is presumable they will not be in the best condition for sea.

If the ministerial troops evacuate the town and leave it standing, I

have thoughts of taking measures for fortifying the entrance into the harbor, if it shall be thought proper, and the situation of affairs will admit of it. Notwithstanding the report from Boston, that Halifax is the place of their destination, I have no doubt but that they are going to the southward, and, I apprehend to New York. Many reasons lead to this opinion. It is in some measure corroborated by their sending an express ship there, which, on Wednesday week, got on shore and bilged at Cape Cod. The despatches, if written, were destroyed when she was boarded. She had a parcel of coal, and about four thousand cannon-shot, six carriage-guns, a swivel or two, and three barrels of powder.

I shall hold the riflemen and other parts of our troops in readiness to march at a moment's warning, and govern our movements by the events that happen, or such orders as I may receive from Congress, which I beg may be ample, and forwarded with all possible expedition. I have the honor to be, etc.

The following is a copy of a letter written to his wife by Gen. Thomas, while yet on Dorchester Heights, and dated March 9, 1776 :

DEAR MRS. THOMAS :

We have for some time been preparing to take possession of Dorchester Point. On Monday, about 7 o'clock, I marched with about three thousand picked men, besides three hundred and sixty ox teams and some pieces of artillery. Two companies of the train of teams were laden with materials for our works. About 8 o'clock we ascended the high hills, and by daylight got two hills defensible.

About sunrise the enemy and others in Boston appeared numerous on the tops of the houses and wharves, viewing us with astonishment, for our appearance was unexpected to them.

The cannonading which had been kept up all night from our lines at Lamb's Dam, and from the enemy's lines likewise, at Lechmere Point, now ceased from these quarters, and the enemy turned their fire toward us on the hills, and they soon found it was to little effect.

About 10 o'clock we discovered large bodies of troops embarking in boats with their artillery, which made a formidable appearance. After some time they were put on board transports, and several of the ships came down near the Castle, as we supposed, with a design to land on our shore. Our people appeared in spirits to receive them. We were now in good posture of defence, and had two thousand men added to our number. The enemy viewed us critically, and remained in that situation that night. The next day it stormed and the ships returned to town and landed their troops. On Friday about 2 o'clock P.M. they sent a flag of truce, with a paper, a copy of which I enclose.

I have had but very little sleep or rest this week, being closely employed night and day. But now I think we are well secured. I write in haste, thinking you may be anxious to hear, as there is much firing this way. We lost but two men killed in all this affair. How things are in Boston, or what loss they have sustained from our shot and shells, at present we are not informed ; but I am sensible we distressed them much, from appearance. I have wrote you enclosed by the same hand, and am in haste.

JNO. THOMAS.

Dorchester Hills, in a small hut, March 9, 1776.

P.S.—Your son, John, is well and in high spirits. He ran away from Oakley privately; on Tuesday morning got by the sentries and came to me on Dorchester Hills, where he has been most of the time since.

The disobedient son, John, left on Monday evening at Roxbury, in charge of his colored servant, Oakley, was afterwards known as Col. Thomas of Kingston, Mass, and was then but ten years of age, and fearless by the side of George Washington and John Thomas did he stand in those days of danger.

A battery was planted on Leek, or Bird Hill (corner of Second and Dorchester Streets) on March 9, and another was placed at the Point. The intention was to annoy the fleet as much as possible.

Nook Hill, at the northern end of the peninsula, (near where is now the Lawrence school) owing to its proximity to the town of Boston, was an important position and Washington was determined to fortify it. He wished, thereby, to bring the British completely under his control.

Accordingly, on the night of March 9, a detachment was sent to erect a battery upon it. The night was cold and blustering and the soldiers, by some strange thoughtlessness, built a fire.

The light attracted the attention of the British and at once a severe cannonade was commenced, from the Green Store battery, near the corner of Washington and Dover Streets. Four soldiers and a regimental surgeon named Dole, were killed and the American troops were obliged to suspend operations and retreat. More than 800 shot were fired during the night.

The evident desire of the Americans to fortify Nook Hill hastened Gen. Howe's preparations and he called on the inhabitants of Boston to deliver to him immediately all the linen and woolen goods, and ordered his horse transports taken down to Castle William.

On the night of the 12th of March, the troops in Boston began to pillage stores and dwellings, and on the 14th, Gen. Howe ordered the streets barricaded and preparations were made for departure as soon as possible.

On the night of March 16th, a strong detachment of Americans was again sent to Nook Hill to fortify it. The British again discovered the work, and cannonaded it severely during the night, but they could not dislodge the Americans this time, and Gen. Howe resolved to evacuate the town without further delay.

On the morning of March 17, a breastwork was discovered on Nook Hill, which, from its position, had complete control of Boston Neck and the south end of the town—a work which the king's troops fearfully dreaded, and which made it imperative for the British either to retreat or be totally destroyed.

This was the culminating touch which Washington gave to his offensive measures, and it had the immediate and desired effect.

At four o'clock in the morning the British soldiers began to embark, and were all on board and under sail before ten o'clock.

Before noon of March 17, the 150 ships had left the harbor and were anchored off Nantasket Head, where they remained about ten days and were then forced to leave that position, as the Americans, fearing they were not there for any good, decreed that they had been there long enough, and sent a force down to drive them off.

No sooner had the British soldiers embarked on their ships than Gen. Ward, with 500 men, marched over the Neck, opened the gates of the town, and entered Boston, just as the last remnant of the British army, which had been a scourge to the metropolis of New England for eleven months, dropped down the harbor and sailed away for Halifax. Putnam had already taken command of the city, and occupied the important points.

The total number of British soldiers, marines, refugees and others, that thus took their departure was 12,000.

In an orderly book left behind by Gen. Howe, he gives his force as 7575, exclusive of the staff, and the sailors and marines made the number about 10,000. There were also about 2,000 civilians, including loyalists and other families, crown officers, old inhabitants and others.

Washington wrote to the President of Congress, as follows :

HEADQUARTERS, CAMBRIDGE, 19 March, 1776.

SIR :

It is with the greatest pleasure I inform you that on Sunday last, the 17th. instant, about nine o'clock in the forenoon, the ministerial army evacuated the town of Boston, and that the forces of the United Colonies are now in actual possession thereof. I beg leave to congratulate you, Sir, and the honorable Congress, on this happy event, and particularly as it was effected without endangering the lives and property of the remaining unhappy inhabitants.

I have great reason to imagine their flight was precipitated by the appearance of a work, which I had ordered to be thrown up last Saturday night on an eminence at Dorchester, which lies nearest to Boston Neck, called Nook's Hill. The town, although it has suffered greatly, is not in so bad a state as I expected to find it ; and I have a particular pleasure in being able to inform you, Sir, that your house has received no damage worth mentioning. Your furniture is in tolerable order and the family pictures are all left entire and untouched. Capt. Cazneau takes charge of the whole, until he shall receive further orders from you. As soon as the ministerial troops had quitted the town, I ordered a thousand men (who had had the smallpox), under command of General Putnam, to take possession of the heights, which I shall endeavor to fortify in such a manner, as to prevent their return, should they attempt it. But, as they are still in the harbor, I thought it not prudent to march off with the main body of the army, until I should be fully satisfied they had quitted the coast. I have, therefore, only detached five regiments, besides the rifle

battalion, to New York, and shall keep the remainder here till all suspicion of their return ceases.

The situation in which I found their works evidently discovered that their retreat was made with the greatest precipitation. They have left their barracks and other works of wood at Bunker's Hill all standing, and have destroyed but a small part of their lines. They have also left a number of fine pieces of cannon, which they first spiked up, also a very large iron mortar; and, as I am informed, they have thrown another over the end of your wharf. I have employed proper persons to drill the cannon, and doubt not I shall save the most of them. I am not yet able to procure an exact list of all the stores they have left. As soon as it can be done I shall take care to transmit it to you. From an estimate of what the quarter-master-general has already discovered, the amount will be twenty-five or thirty thousand pounds. Part of the powder mentioned in yours of the 6th inst. has already arrived. The remainder I have ordered to be stopped on the road, as we shall have no occasion for it here. The letter to Gen. Thomas, I immediately sent to him. He desired leave, for three or four days, to settle some of his private affairs; after which, he will set out for his command in Canada. I am happy that my conduct in intercepting Lord Drummond's letter is approved of by Congress. I have the honor to be, etc.

To his friend, Joseph Reed, Washington also wrote, as follows :

CAMBRIDGE, 25 March, 1776.

MY DEAR SIR:

Since my last, things remain nearly *in statu quo*. The enemy have the best knack of puzzling people I ever met with in my life. They have blown up, burnt, and demolished the Castle, and are now all in Nantasket Road. They have been there ever since Wednesday. What they are doing, the Lord knows. Various are the conjectures. The Bostonians think their stay absolutely necessary to fit them for sea, as the vessels, neither in themselves nor their lading, were in any degree fit for a voyage, having been loaded in great haste and much disorder. This opinion is corroborated by a deserter from one of the transports, who says they have yards, booms, and bowsprits yet to fix. Others again think, that they have a mind to pass over the equinoctial gale before they put out, not being in the best condition to stand one; others, that they are a reinforcement, which I believe has arrived, as I have had an account of the sailing of fifteen vessels from the West Indies. But my opinion of the matter, is, that they want to retrieve their disgrace before they go off, and I think a favorable opportunity presents itself to them. They have now got their whole force into one collected body, and no posts to guard. We have detached six regiments to New York, and have many points to look to, and, on Monday next, ten regiments of militia, which were brought in to serve till the first of April, will be disengaged. From former experience, we have found it as practicable to stop a torrent, as these people, when their time is up. If this should be the case now, what more favorable opening can the enemy wish for, to make a push upon our lines, nay, upon the back of our lines at Roxbury, as they can land two miles from them and pass behind? I am under more apprehension from them now than ever, and am taking every pre-

caution I can to guard against the evil; but we have a kind of people to deal with, who will not fear danger till the bayonet is at their breast, and then they are susceptible enough of it. I am fortifying Fort Hill in Boston, and demolishing the lines on the Neck there, as they are a defence against the country only, and making such other dispositions, as appear necessary for a general defence. I can spare no more men till I see the enemy's back fairly turned, then I shall hasten toward New York.

Under date of March 27, 1776, Gen. Washington wrote to the President of Congress that he had received intelligence that the whole of the ministerial fleet, besides three or four ships, got under way the same evening (27th) at Nantasket Road and were standing out to sea, in consequence of which he would detach a brigade of six regiments for New York under command of Brigadier-General Sullivan.

As soon as Boston was evacuated the greater part of the American army was ordered to New York, as it was supposed that the Loyalists would attempt to gain that important point.

Only one regiment was left on Dorchester Heights. These soldiers resided in a building at the foot of the forts, near G Street.

Regarding the embarkation of the British troops from Boston, a British officer wrote thus to a friend:

NANTASKET HEAD, March 17,—According to my promise, I proceed to give a brief account of our retreat, which was made this morning between the hours of two and eight. Our troops did not receive the smallest molestation, though the rebels were all night at work on the near hill which I mentioned to you in my last letter, and we kept a constant fire upon them from a battery of twenty four-pounders. They did not return a single shot. It was lucky for the inhabitants now left in Boston that they did not; for I am informed that everything was prepared to set the town in a blaze, had they fired one cannon. The dragoons are under orders to sail tomorrow for Halifax,—a cursed cold, wintry place, even yet; nothing to eat, less to drink. Bad times, my dear friend! The displeasure I feel from the very small share I have in our present insignificance is so great, that I do not know the thing so desperate I would not undertake, in order to change our situation.

Thus was the siege of Boston lifted through the magnificent scheming of Gen. Washington and the work of his officers and men. Never before in the history of any country had such delicate, strategic plans been made and successfully accomplished. It was the decisive blow to English tyranny, the unequivocal manifestation that the colonists intended to govern themselves.

Is there any wonder that the people of South Boston are proud of their district? Is there a place of greater historical significance? Dorchester Heights and Nook Hill commanded the entire harbor, and the latter was, in addition, a menace to the British troops in Boston. They were the most important locations around Boston, and it was only by the conception of the master mind of Washington, who was determined

to occupy the Heights, and the consummation of his plans by his patriotic and sturdy soldiers, that the redoubts were erected in one night.

Gen. Howe's conduct during the siege, continued for years to be criticised in Parliament, as well as out of it. Yet for one to carefully consider the matter, perhaps the criticism was not fair. It was not wholly that Gen. Howe had erred, but on the other hand, he met a foe that manifested to the British army what the calibre of the American soldier really was. The British were taught a lesson that American patriotism was of a character such as no other country possessed. The construction of the works on Dorchester Heights was only an illustration of the enthusiasm of the men of America. A writer, referring to the redoubts, said, "In history they are equalled only by the lines and forts raised by Julius Cæsar to surround the army of Pompey."

The English people were enraged at the failure of Gen. Howe and he was roundly denounced by the English press. An abstract from an article indicates the nature of these criticisms :

Now, I beg leave to ask Sir William Howe, whether Boston was tenable or not? He had, indeed, staked his reputation as a general on the affirmative. If it was not, how could he, or his favorite engineer, overlook this Dorchester post? Could they suppose that the rebels, who, before winter, had made regular approaches to the foot of the hill, would fail, as soon as the season opened, to occupy it? Why were no precautions taken? Or if Boston was tenable, as the General had pledged himself, and I confess I have not the least doubt of, why, in God's name, was it so shamefully abandoned?

On the 25th. of March, a week after the evacuation, Congress heard the good news and immediately, on motion of John Adams, a vote of thanks was passed to Gen. Washington and his army, "for their wise and spirited conduct." It was also ordered that a gold medal be struck off and presented to Gen. Washington. John Adams, John Jay and Stephen Hopkins were also appointed a committee to prepare a letter of thanks. This letter was reported to Congress and adopted April 2. It read as follows :

PHILADELPHIA, April 2, 1776.

SIR:

It gives me the most sensible pleasure to convey to you, by order of Congress, the only tribute which a free people will ever consent to pay,—the tribute of thanks and gratitude to their friends and benefactors.

The disinterested and patriotic principles which led you to the field have also led you to glory; and it affords no little consolation to your countrymen to reflect, that, as a peculiar greatness of mind induced you to decline any compensation for serving them, except the pleasure of promoting their happiness, they may, without your permission, bestow upon you the largest share of their affection and esteem.

Those pages in the annals of America will record your title to a conspicuous place in the temple of fame, which shall inform posterity that, under your directions, an undisciplined band of husbandmen, in the course of a few months, became soldiers; and that the desolation meditated against the country by a brave army of veterans, commanded by the most experienced generals, but employed by bad men, in the worst of causes, was, by the fortitude of your troops, and the address of their officers, next to the kind interposition of Providence, confined for nearly a year within such narrow limits as scarcely to admit more room than was necessary for the encampments and fortifications they lately abandoned.

Accept, therefore, sir, the thanks of the United Colonies, unanimously declared by their delegates to be due to you, and the brave officers and troops under your command; and be pleased to communicate to them this distinguished mark of the approbation of their country.



WASHINGTON MEDAL.
Presented by Special Act of Congress.

The Congress have ordered a gold medal, adapted to the occasion, to be struck, and, when finished, to be presented to you.

I have the honor to be, with every sentiment of esteem, sir, your most humble and obedient servant,

JOHN HANCOCK, President.

TO HIS EXCELLENCY, GENERAL WASHINGTON.

The medal presented to Gen. Washington by this special act of Congress, was of heavy bronze and was struck off in Paris from a die cut by the famous Duvivier. On the obverse side was the head of Washington, in profile, an excellent likeness, and around it the inscription, "Georgio Washington Supremo Duci Exercituum Adsertori Libertatis Comitia Americana."

On the reverse side is a representation of General Washington and his officers on horseback on one of the hills of South Boston, with the town of Boston in the distance. The British fleet is represented as sailing out of the harbor and Gen. Washington is pointing to them as

they quit Boston forever. Over this illustration is inscribed "Hostibus Primo Fugatis," and beneath it "Bostonium Recuperatum, XVII, Martii, MDCCLXXVI."

This medal, after remaining in the possession of the Washington family for many years, was purchased by several well-known Boston gentlemen, for \$5,000. It is now carefully preserved in the Boston Public Library. The accompanying cut is from a photograph taken at the library.

April 3, 1776, the major part of the troops having been despatched to New York, where it was thought an attack might be made by the British, Gen. Washington started for the same place. His journey was through Providence, Norwich, New London and Lyme, and he arrived at New York Saturday, April 13. Everywhere he met with splendid receptions.

CHAPTER XIII.

DORCHESTER, 1775 TO 1804.

Evacuation of Boston a severe blow to Great Britain — Population of Dorchester in 1776 — The Heights on Dorchester Neck further fortified — Shays rebellion — Residents return to Dorchester Neck — Company incorporated to dig canal to Roxbury — Duel at City Point — Owners and valuations of lands at close of the 18th. century.

THE evacuation of Boston, made imperative by the building of redoubts on Dorchester Heights, within our own South Boston, was the first terrible blow to Great Britain which encouraged the colonists to issue the immortal declaration of independence.

At the beginning of the siege of Boston the general desire of the American people was for reforms and a restoration of the privileges which had been originally granted to the American colonies.

When the siege of Boston ended a large majority of the patriots had decided that the only just and solid foundation for security and liberty was the creation of an Independent American Empire.

From 1776 to 1804, when Dorchester Neck was annexed to Boston and named South Boston, there was little of interest among the happenings of either Dorchester or the Neck.

Dorchester, including the Neck, March 13, 1776, had 291 families, comprising 1515 whites and 35 negroes and mulattoes, a total of 1550. Of these there were then but ten or twelve families in the eastern portion, Dorchester Neck.

Immediately after the evacuation of Boston by the British troops measures were taken to erect fortifications on the several hills at the Neck, and in less than two months they were ready for defence. The following items are sufficient to show the general character of these fortifications and also to indicate that but little attention was given to keeping them in repair. The reason for the neglect was two-fold — the scarcity of money, men and cannon, and the fact that the seat of war had been removed to a distance and there was less fear of an attack from the enemy. The following items are taken from the State Archives and from Force's Archives, culled by Mr. Francis E. Blake :

May 13, 1776. Col. Richard Gridley reported: "Dorchester Point Forts are now in a posture of defence with platforms laid and cannon mounted on them."

July 1776. Gen. Lincoln stated that "700 men had been assigned as absolutely necessary to complete the garrison there."

August 6, 1776. Col. Dike was directed to order "certain Companies to Dorchester Heights to be formed into Regiments."

September 30, 1776. Gen. Ward complained of removal of cannon from Dorchester Heights.

November 1776. Chief Engineer Gridley gives a record of lumber, spikes, etc., furnished for No. 1 Fort at Dorchester Point, No. 2 Fort Dorchester Second Hill, No. 3 Fort at Dorchester Southernmost hill.

Dec. 1776. William Dawes reported that there were "only 6 or 8 men to take care of 3 forts" at Dorchester Neck, and another report states "not a man at Dorchester Heights." "Some of the neighbors had returned."

May 9, 1777. Gen. Heath in a letter to the Council refers to the necessity of strengthening the garrison "for the security of the Works or Stores on Dorchester Heights as the stores there belonging to the Continent are Valuable," and a detachment of soldiers was ordered to be sent there. And in July following the General recommends that "a small circular work be immediately thrown up on a Hill between the Fort on Dorchester Point and the Easternmost Hill without which the Fort at the Point will not be tenable."

Jan. 31, 1777. Committee on fortifications reported "At Dorchester Point is a well finished Fort, of the Star-kind, with 13 embrasures; a Guard-house within, & Barracks enough near at hand, on the outside. At Dorchester Heights are two small Forts with 11 Embrasures in one of 'em & 9 in the other: These want one or two Revelins. And at a Hill between the Heights and Point, there ought to be a redoubt &c. There are Barracks enough for all. A small Battery is already at Fox Hill, & another ought to be between that & the Fort at the Point."

The Committee recommend,

"For Dorchester Point, three 32, 36 and 42-pounders and ten 18-pounders, 150 men for action and 10 men at other times.

"For Heights and Hill, twenty-eight 6-pounders, six 2, 3 and 4-pounders, 300 men for action and 30 men at other times.

"For the Battery, six 24 and 28-pounders with 100 men for action and ten men at other times.

1777. (Somewhat later than the above). A committee report on state of fortifications at Dorchester Neck as follows:

"1st. An old Breast work on a place called Fox Hill in which were two Embrasures and no cannon. The Committee were of Opinion that there ought to be three — this work much out of repair.

"2dly. A fort called No 3 on the Heights they found 6 pieces of Cannon. One cohorn not very fit for action. No ammunition but a few Continental soldiers.

"3dly. A Fort No. 2. 5 Cannon from 9 to 11 pr & no stores. At the East End a small Breast work which would annoy the Enemy in approaching. The Committee were of opinion that a Breast work opposite this Fort on the Main Land might be of service to prevent the enemy from Landing near the Town of Dorchester.

"4thly. The Committee viewed a place on a small Hill laid out for a Fort in a Circular Form 60 Feet Diameter which might be of some small advantage if we were able to complete & man it.

"5thly. The Committee went to the Fort at Dorchester Point & were informed that there were in it 8 Cannon — but judged it improper to enter it as the Centinal informed them he had Orders to prevent any Person to enter & the Committee were not furnished with a proper Pass."

Oct. 13, 1780. Capt. Lemuel Clap was then commanding at Dorchester Heights, and was ordered to reduce the detachment to 1 sergeant and 9 matrosses. Ephraim Mann, John Wiswell and Joseph Withington appear serving at this time. All of these men were residents there at this time or subsequently.

Thus it will be seen that some little attention was given to the fortifications at Dorchester Neck for a few years after the evacuation of Boston.

At the close of the war the United States was in a bad condition for money and could not pay its debts. An effort was made in Massachusetts to raise some money by direct taxation and this occasioned a conflict which was known as Shays rebellion.

Capt. Shays, who had been a captain in the Continental army, marched at the head of a thousand men and took possession of Worcester and prevented a session of the Supreme Court. He did the same in Springfield, and so serious did matters become that Gov. James Bowdoin called out several thousand of the militia under Gen. Lincoln to suppress it. This was speedily done.

Dorchester soldiers, although thinking that their duty in the service was ended, took an active part in quelling this rebellion. In the company of artillery, commanded by Capt. Thomas Williams, under the command of John J. Spooner, Esq., there were nearly fifty Dorchester soldiers and in Capt. James Robinson's company there were many others.

After the war had ceased the owners of estates at Dorchester Neck, returned and rebuilt their homes destroyed in the raid of February, 1776. The lands were set out the same as when the Revolution started. A portion of the land at the Point was still reserved for pasturage.

Until 1796 the passage between Boston and South Boston, (now known as Fort Point channel and South Bay) was passable for shipping craft only at high tide. February 26, 1796, the Legislature Incorporated John Lowell, Esq., Increase Sumner, Esq., Thomas Williams, John Reed, Esq. and Mr. Thomas Williams, Jr., as a company to dig and clear a canal to Roxbury. This was for many years known as the Roxbury canal and was of great advantage to the people of the town.

Gradually the tide in this channel washed away the land until there was a wide waterway.

City Point was, in 1801, the scene of a duel. Two men of the town of Boston had indulged in a dispute during which one challenged the other to fight a duel in order to settle the differences. The two men were Rand and Miller.

One quiet Sunday morning in June, when many of the residents of Dorchester Neck had gone to church or were preparing to start, two men, with friends, walked over from Boston and through Dorchester Neck. They did not halt until they arrived at a place on the north shore, close to the batteries, at about where is now the Walworth manufacturing company. The men were in conversation for several minutes. Then, all arrangements completed, the ground was measured off, and the men took their places, each with a pistol in hand.

Rand fired the first shot, and although Miller was very stout the shot went wide off the mark. Then came Miller's turn to shoot. He knew that he had it his own way, and, assured of this, he did not wish to take advantage. He offered to settle the matter in some other way, with Rand, but the latter, it is said, refused. Rand was loading his pistol and as he was about to shoot again, Miller fired. Rand fell and he was taken in an insensible condition, bleeding from a wound in the breast, into the house of Mr. Blake. Although everything possible was done to save his life, he died soon after being brought into the house.

After firing the shot Miller fled to New York, where, it is said, he amassed an immense fortune and lived there until his death in 1850.

For many weeks after this tragedy there was much excitement among the residents of the Neck, and they regretted exceedingly such an occurrence, and particularly on a Sabbath morning.

At the close of the 18th century the house owners at the Neck and the value of their property was as follows :

James Blake and Jr.†	1 house	\$210.	Land	\$1922.00
Abraham Gould	1 house	500.	do	2242.50
E. Mann	1 house	250.	do	1075.25
Jonathan Bird, 3rd	1 house	275.	do	1667.50
Jonathan Bird	1 house	200.		
John Wiswell	1 house	550.	do	2334.50
John Williams	1 house	250.	do	310.50
John Farrington	1 house	Owned by John Tileston		
Moses Marshall	1 house	350. Owned by H. Newman		
Aaron Spear	1 house	120.		
Francis Deluce‡	1 house	65.	Land	86.25
John Deluce	1 house	65.	do	103.50

† Thomas Leeds also lived in this house.

‡ Mr. Deluce bought of James Withington, Jr., in 1787.

CHAPTER XIV.

PROMINENT MEN OF THE EIGHTEENTH CENTURY.

Few families at Dorchester Neck — James Foster — The Wiswells, Oliver and Enoch — Thomas, John and James Bird — Benjamin Bird — Jonathan Bird — John Hawes Bird — Mrs. Withington — Ebenezer Jones — James White — James Blake — Samuel Blake — Patience Blake.

THE 18th century marked but little progress in Dorchester Neck as a residential section. During these 100 years the number of families had increased only from three to ten. Dorchester, however, advanced rapidly, and it was largely due to the opportunities offered at the Neck for pasturing and planting.

Dorchester had increased so rapidly in population, and as it had become more a section by itself, that it would be impossible to mention its citizens who achieved fame in one field or another. They continued earnestly to build up their district, they were proud of their work, and they prospered.

Some mention should be made of the Dorchester Neck residents, who were the pioneers of a community that was destined to be second to none in the vicinity, or suburbs of Boston. The men were few in numbers, yet they built for themselves homes that were models of neatness and they lived in peace and contentment with each other.

James Foster, eldest son of Capt. Hopestill and Mary (Bates) Foster, lived in the old Foster house on Nook Lane until his death in 1732. He had some of the characteristics of his father, and although not so prominent in public life, he served the town in many official capacities and was looked upon as one of the leading citizens of Dorchester. The eldest son, James, received the homestead and the adjoining lands, yet there is very little information concerning him in any records. He died January 8, 1763, respected by the entire community.

James Foster, the third of the name, inherited the estate from his father, and lived there for many years. He died in the old house, June 4, 1771. The Foster house was burned in the raid of February 1776, but before 1788 another house was erected on the same site.

This second house is recorded as being a two and a half story affair of good dimensions, with a front door of imposing appearance. There was a lane from the road to the house and there were many large and handsome trees about the premises. A large portion of the Foster estate passed into the hands of Abraham Gould, who married

a daughter of the third James Foster. Mr. Gould was well known in South Boston, shortly after its annexation.

The Wiswells were prominent people. Oliver Wiswell lived in Dorchester, but owned lands at the Neck. It was he who gave to his son Oliver, in 1727, the westerly part of the dwelling house which was at the foot of the westernmost of the two hills, known as the "Twin Hills," and Enoch Wiswell came into possession of the eastern portion of the house in 1732, with a large part of the orchard thereon.

Oliver Wiswell died March 14, 1745, and ten years later, at the death of the widow, his property was distributed among the children, Thomas, Enoch, Ebenezer, Ichabod, John, Samuel, Oliver and Hannah. At the time of the annexation of South Boston to Boston, in 1804, the property was still further divided by sales to various individuals who bought for speculation.

Thomas, John and James Bird purchased land at the Neck in 1677. They had previously come into possession of other lands at the Neck so they owned all the hill and much surrounding territory, where now is the Perkins Institution for the Blind, between G and H Streets. It was called Middle Hill to distinguish it from the other more westerly one now known as Dorchester Heights and the more easterly one where is now Independence Square.

Thomas Bird afterwards became sole possessor of the lands, and on his death, Benjamin Bird, his son, was the owner. The latter married and had fifteen children, five of whom were born in Dorchester Neck and the others in Dorchester.

Benjamin Bird died in 1757, and his son Jonathan, who was born on the Neck in 1735, inherited the estate. He married Ruth Robinson. He died at the early age of thirty-five, June 30, 1769.

Mr. Bird left no will and his estate was not divided until 1783. The widow received twenty-eight acres, and the son, Jonathan, Jr., had twenty-one acres.

The second Jonathan Bird was born March 30, 1761, and married a daughter of Joseph Woodward (the latter afterwards took a prominent part in urging the annexation of Dorchester Neck to Boston). Mr. Bird continued to reside on the old farm until his death, November 27, 1809. John Hawes Bird, son of the second Jonathan Bird, came into possession of the property, and at the time of annexation it was still further divided.

The Withington estate, as mentioned before, was situated on the southerly side of the road to the Castle, between the present I and K Streets, and extended to the Old Harbor, on the south.

Capt. Withington's widow married James White, and they lived in the Withington homestead until her death, November 19, 1722.

Richard, eldest son of Capt. Withington, already possessor of two-thirds of the house and lands adjoining, on the death of his mother, took her share and resided in the house until his death in March, 1749.

After the house was burned by the British in 1776, a lot, embracing twelve acres, was sold to Rev. John Hawes, who, early in the 19th century, erected a house thereon, which is still standing at the corner of East Fifth and K Streets, later known as Capen house.

Ebenezer Jones lived in the house on his estate, East Third Street, near K Street. A portion of the estate was sold to his son, Ichabod. Both were quiet men, loved their home, and spent much of their time in improving their surroundings.

James White lived near the Point, owned some property, and was the second husband of Mrs. Withington. He died November 11, 1713.

The Blakes were highly esteemed in the little community. William Blake, who shared the lands in the division of 1637, by his death in 1700, left to his son James, all the land at Dorchester Neck adjoining the house he had dwelt in.

James Blake's attention was given principally to farming, although, occasionally, he served the town in public office. He was deacon twenty-three years, but refused further offices in the church. He died in 1732, at the age of eighty. He and Capt. Foster were warm friends, and it is noteworthy that there were only a few days between the death of each.

The third of the name, James Blake, became possessor of the new dwelling house, barn and orchard. He spent much of his life in the public service and was held in high esteem, and was for many years town clerk. He died December 4, 1750.

Samuel Blake, his son, succeeded to the estate, living, however, but a few years after the death of his father. The widow, Patience Blake, left with nine children, remained at the old homestead until driven away by the raid of the British. After the death of Samuel Blake the house passed into the hands of his brother, James, and the widow Patience was allowed to live there. This James Blake was the owner of the house when it was burned by the British in February, 1776, but he built a new house before 1784, and he occupied it until his death in 1803, after which other members of the family, including Patience Blake, the widow, lived there and carried on the farm.

CHAPTER XV.

ANNEXATION OF SOUTH BOSTON TO BOSTON.

Boston a hustling town after the Revolution—Dorchester Neck looked upon as an excellent residential section for the future—Joseph Woodward of Tewksbury largely responsible for the idea—Wealthy men of Boston petition for the annexation—Boston consents, conditionally—Great excitement in Dorchester and Boston—Dorchester people strongly opposed to the annexation idea—Memorial of Dorchester in opposition—Memorial of petitioners in favor—Money offers made for the withdrawal of opposition, without effect—Bill “for Annexation” passes the Legislature—The bill—Name changed to South Boston—List of land proprietors at the time of annexation.

AFTER the revolution the town of Boston made rapid strides and became a busy and hustling place. The close proximity of Dorchester Neck to Boston, the excellent opportunities for securing good residential locations, and the many other advantages the section possessed, induced many influential and wealthy residents of Boston, in 1803, to plan for the setting apart from Dorchester of that part known as Dorchester Neck, and annexing the territory to Boston. These men were William Tudor, Gardner Greene, Jonathan Mason and Harrison Gray Otis.

Joseph Woodward, a native of Tewksbury, a very shrewd man and one who had the faculty of foreseeing the future of Massachusetts, strongly urged the projectors of the idea to go ahead. He pointed out that Boston was certain to be one of the leading commercial centres of the country and that in a short time the town of Boston would not be sufficient to accomodate the people.

The first step taken was the purchase, by Messrs Tudor, Greene, Mason, Otis and others, of a large number of acres of land on the Neck. Then, in 1804, a petition was presented to the town of Boston, by these men, as well as other proprietors of land at the Neck, asking for the consent of the town for the annexation of Dorchester Neck.

At a town meeting a committee was appointed to consider the matter, and the committee finally reported, naming several conditions, and the freeholders of Boston were called together to consider the matter.

January 17, 1804, after a lengthy debate on the subject, the meeting finally voted “That the town will consent that the lands on Dorchester Neck, agreeably to the petition of the owners, shall be annexed to and incorporated with the town of Boston, provided it can be done on such conditions as the town shall hereafter agree to.”

In both Dorchester and Boston there was great excitement. In

Boston but little business could be transacted, and January 30, 1804, when another meeting was held, there were many heated debates and bitter arguments which created the greatest excitement known for many years. This meeting was adjourned to the following day owing to the intense excitement prevailing.

Reconvening January 31, it was finally voted, after a prolonged debate, that, if the Neck were annexed —

“The proprietors of the land to be annexed shall consent that the selectmen of the town of Boston shall immediately lay out such streets, public squares and market places as they shall judge necessary for the public accommodation, without any compensation for the land so appropriated.”

This was satisfactory to a majority of Boston's freeholders.

The residents of Dorchester were much opposed to the proposed annexation, and at a meeting, January 23, 1804, at which Moses Everett, Esq., presided, it was voted :

“That the town have no objection to a bridge being erected from Dorchester to Boston, but we object and remonstrate against Dorchester Neck being set off and annexed to the town of Boston.

“Voted, to choose a committee to remonstrate to the General Court against Dorchester Neck being set off and annexed to the town of Boston.

“Voted, that said committee consist of nine persons, Ebenezer Wales, Esq., Stephen Bedlam, Esq., John Howe, Esq., Mr. Samuel Withington, Maj. James Robinson, Ebenezer Holman, Mr. Lemuel Crane, Mr. Thomas Mosely and Edward E. Baxter.

“Voted, that the above committee be requested to attend to all matters and things for the interest of the town of Dorchester, as it relates to the petition of William Tudor, Esq., and others, praying that the lands on Dorchester Neck may be annexed to and incorporated with the town of Boston.”

This committee immediately made preparations to oppose the bill, and drew up the following remonstrance, which was presented to the General Court :

MEMORIAL OF THE COMMITTEE OF THE TOWN OF DORCHESTER
AGAINST ANNEXATION.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts, in General Court assembled :

The memorial of the subscribers humbly sheweth, that the Inhabitants of Dorchester in Town Meeting, being legally assembled on the 23rd of January, in the year of our Lord, 1804, Pursuant to an Order of Notice to consider of the petition of William Tudor, Esq., Praying the Peninsula called Dorchester Neck may be set off and incorporated with the town of Boston,

Voted, to Remonstrate against granting the prayer of said petition, and chose the subscribers a committee for that purpose.

They therefore beg leave to state, notwithstanding the representation of said petition, respecting the quantity of Land in Said Peninsula, the time in which it was incorporated with the Town, the relative situation thereof with respect to the Town of Boston &c., are just, yet, severing the same from its ancient connection, connected and strengthened by mutual and long timed friendship, must cause feuds and animosities naturally tending to weaken the bands of society and to discourage the spirit of industry and enterprise of which the inhabitants of Dorchester are not wholly destitute.

And they further state, that since the incorporation of the Town of Dorchester, the Town of Milton, all that was originally Stoughton and parts of other Towns, have at different periods been set off from the first Mentioned Town, and though the remainder is nearly ten miles in length, it contains little more than 7000 acres of Land, the southwesterly part is well known to be extremely rough, barren and of little value, and the only improvements which can now be made to advantage, are on that part which lies in the northeastern portion of the town. Should Said Neck, which may more properly be called the Head of Dorchester, containing nearly 600 acres of land, first in Quality, inviting the citizens of all Countries to its extensive shores, be annexed to Boston, already the successful rival of every town in the Commonwealth, the remaining part of the inhabitants of Dorchester must lose their balance in the scale of government, and for want of proper objects to draw the spirit of enterprise and industry into action, and means to regain their former station, must remain in the background of their fellow citizens, with a large number of poor to support, many roads to maintain and new ones to make, and no diminution of their town charges.

And though the prosperity and magnificence of the town of Boston will ever be viewed with pleasure, and its commerce and manufactories be aided and cherished with avidity by the inhabitants of Dorchester, yet they conceive part of the advantages resulting from the contemplated bridge justly belongs to them, and should the same be enacted agreeably to the request of William Tudor, Esq., and Gardner Greene, or otherwise, all the advantages contemplated in the petition would rush into existence under the patronage of the town of Dorchester.

And, as the inhabitants of Boston are unwilling to receive that without compensation, which the inhabitants of Dorchester hold in the highest estimation, and will relinquish only with the greatest reluctance and deepest regret,

The subscribers, therefore, in behalf of the town of Dorchester, humbly pray the Honorable Court to take the subject into their wise consideration, and not to grant the prayer of said petition, but if the Honorable Court shall otherwise determine, that it may be done under such regulations and restrictions as shall give to the town of Dorchester a just proportion of the advantages.

(Signed) Ebenezer Wales, Stephen Badlam, Samuel Withington, James Robinson, Jr., Ebenezer Tolman, Lemuel Crane, Thomas Mosely, Edward W. Baxter. Dated at Dorchester, January 25, 1804.

A memorial was presented to the selectmen of Boston by those in favor of the movement. It read as follows :

MEMORIAL OF THE PETITIONERS IN FAVOR OF ANNEXATION.

To the Selectmen of the Town of Boston :

GENTLEMEN, Whoever has attentively considered the geography and territorial extent of the town of Boston, which, within its utmost limits embraces but eleven hundred acres, must be convinced that the present boundaries are too scanty to admit the erection of a large capital, subject to the same municipal jurisdiction, and from its present flourishing condition, tht at the period has arrived, when sound policy points to the expediency of making provisions for surmounting this disadvantage.

* * * * *

The adjacent towns of Roxbury, Cambridge and Charlestown cannot be supposed to consent to surrender the most valuable portion of either of their respective townships, and the seats of their busiest population, to effect this purpose, great as it assuredly is in a national view. But on the southerly quarter of the town, and most advantageously extending upward of two miles along the port, lies a tract of land almost uninhabited, and comparatively useless, comprising 560 acres, which, if united to Boston, would give that town a superiority which no other capital, New York excepted, can boast of. This peninsula, bounded by the harbor, which it so much contributes to adorn, exhibits such a variety of ground, and excellence of location, as to fully answer the purposes contemplated.

The flats, which at present separate it from the southerly side of the town, admit of their being easily bridged, and the communication might in a few months be completed at an expense insignificant when contrasted with the important benefits necessarily resulting from that project. And when to this statement is added, that the three avenues leading into Boston have become such crowded streets as to be extremely inconvenient, and oftentimes hazardous, from the numerous carriages of every description that hourly frequent them, it will be admitted that the opening of a new passage through the least busy part of the town, and thereby creating an easy, pleasant and short intercourse with the country is an object worthy of the public attention, happily conducing to promote the health, by the exercise and relaxation of her numerous citizens.

The totally unincumbered part of this isolated district of land lying at the distance of 884 yards, and on the side of its nearest approach only 600 yards, admits of executing a plan, whenever it shall be thought eligible, of another section of Boston, in which regular and wide streets and symmetry in the buildings, favored with air and aspect, might combine their effects in gradually raising a most desirable circle of suburbs. While the present town would always continue the great focus of business, this quarter of it could provide for the surplus of population, and furnish the inhabitants with suitable sites for houses and other buildings, at prices greatly beneath those in the town, which have at length become exorbitant, and consequently detrimental to an increase of new citizens, and discouraging to those arts upon which an infinite variety of trades are dependent.

Impressed with these motives and with a view to reciprocate advantages, we pray you, gentlemen, to take the opinion of the inhabitants at large of the town of Boston, upon the subject of this memorial, and upon the merits of which we invite their candid discussion, and to assure them that we shall and do cheerfully consent to the annexation of all our lands lying upon the peninsula aforesaid, to the town of Boston, upon the single condition that the inhabitants will procure a bridge to be erected between Boston and Dorchester Neck, and as evidence of this, our consent, we herewith transmit to you a copy of our petition to the Legislature of the Commonwealth, to enable us to carry this, our purpose, into immediate and complete effect.

We are, with sentiments of great respect, gentlemen, your faithful, humble servants, &c.

(Signed) William Tudor, Gardner Greene and other proprietors of lands at Dorchester Neck.

The committee of Dorchester citizens reported at the town meeting held February 16, 1804, that the remonstrance had been sent to the Legislature, but notwithstanding this, the joint committees of the Legislature had reported favorably on the petition for annexation. At this town meeting the statement was made that \$6,000 might be obtained if the town would cease its opposition to the petition.

John Howes, an influential citizen of the town, discountenanced any such agreement being made, and as a result the meeting voted not to accept the \$6,000, and the selectmen of the town were empowered to act for the town in opposition to the petition of William Tudor and others.

The Dorchesterites fought hard at the State House against the petition, and William Tudor and his co-workers continued to show wherein great good would result, not only for Boston but for Dorchester Neck itself.

The Dorchester citizens, refusing to accept \$6,000, the projectors of annexation raised the amount to \$20,000, but still the town would not withdraw their opposition.

At the same time that the petition for annexation was before the General Court there were also bills for the consideration of that body to authorize the building of a bridge from Boston Neck, (Dover and Washington streets) across the South Bay to Dorchester Neck, and also a bill to provide for the construction of a street from Rainsford's Lane to the bridge.

March 6, 1804, after considerable debate, the Legislature passed the bill annexing Dorchester Neck to Boston. It read as follows :

BILL ANNEXING DORCHESTER NECK TO BOSTON.

SECTION 1.—Be it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, that that part of Dorchester lying northeast of the following lines, beginning at

a stake and stones at Old Harbor, so called, from the southwest corner of land formerly belonging to John Champney, running north $37\frac{1}{2}$ degrees west, to a large elm tree marked "D" on the southwest side and "B" on the northwest side, standing on land belonging to the estate of Thomas Bird deceased, then running on same course to a heap of stones on the southwest side of the road; thence crossing the road, the same course and "B" on the other side upon land of Ebenezer Clapp, jr.; thence on the same course until it comes to Boston Harbor, with the inhabitants thereon, be, and they hereby are annexed to the town of Boston in the county of Suffolk; and shall hereafter be considered and deemed to be a part of Boston; provided that the said tract of land, and the inhabitants thereon, set off as aforesaid, shall be holden to pay all such taxes as are already assessed by said town of Dorchester, in the same manner as they would have been if this act had not been passed.

SECTION 2—And be it further enacted, that the proprietors of said tract shall assign and set apart three lots of land on the same for public use, namely, one lot for a public market place, one lot for a schoolhouse and one lot for a burial ground, to the satisfaction and acceptance of the selectmen of Boston; or in case the said selectmen and proprietors shall not agree upon the said lots it shall be lawful for the Supreme Judicial Court, at any session thereof in said county of Suffolk, upon application of said selectmen, to nominate three disinterested freeholders within the Commonwealth and not inhabitants of said town of Boston, to assign and set off the three lots aforesaid by metes and bounds; and the report of the said freeholders, or any two of them, being made and returned to and accepted by the said court at any session thereof in said county, shall be final and binding upon the parties; and the lots of land by them assigned and set off as aforesaid, shall henceforth rest in the said town of Boston forever, without any compensation to be made therefor by the town; but if the person or persons whose lands shall be assigned and set apart as aforesaid, shall demand compensation therefor, the same shall be appraised by three freeholders, to be appointed as aforesaid, who shall also assign upon the other proprietors the sum or sums which each shall be holden to pay to the person whose lands may be thus assigned for public use; and the report of said freeholders, or any two of them, being made and returned to, and accepted by said court, judgment thereon shall be final, and execution awarded as in cases of reports by referees under the rule of Court.

SECTION 3—And be it further enacted, that the selectmen of said town shall be and are hereby authorized to lay out such streets and lanes through the said tract as in their judgment may be for the common benefit of said proprietors, and of said town of Boston, and reasonable attention being paid to the wishes of the proprietors; and in case of disagreement between the selectmen and proprietors, or either of them, the same proceedings shall be had as are provided by law in other cases for laying out townways; provided only, that no damages or compensation shall be allowed to any proprietors for such streets and lanes as may be laid out within twelve months of the passing of this act; and provided also that the town of Boston shall not be obliged to complete the streets laid out by the selectmen pursuant to this act, sooner than they may deem it expedient to do.

Gore, Jeremiah . . .			500	3 12	3 12
Gray, John . . .			1,200	7 49	7 49
Gould, Abraham . . .	I	I 75	27,000	168 48	170 23
Harrington, Rufus . .	I	I 75	800	4 99	6 74
Harrington, James . .			750	4 68	4 68
Harrington, Jas. (grdn.)			800	4 99	4 99
Hartshorn, Oliver . .			750	4 68	4 68
Higginson, Stephen L. .			4,800	29 95	29 95
Leeds, Thos.	I	I 75	600	3 74	5 49
Loring, Israel	I	I 75	800	4 99	6 74
Marshall, Moses . . .	I	I 75	300	1 87	3 62
Munroe, Thomas . . .	I	I 75			1 75
Newman, Henry	I	I 75	10,600	66 14	67 89
Payson, Samuel			1,300	8 11	8 11
Robbins, Edward . . .			3,000	18 72	18 72
Spear, Lemuel	I	I 75	2,500	15 60	17 35
Spear, Aaron	I	I 75	400	2 50	4 25
Temple, James	I	I 75			1 75
Tudor, Wm. Esq. . . .			12,600	78 62	78 62
Tileston, Oniseperus . .	I	I 75			1 75
Williams, David	I	I 75	500	3 12	4 87
Woodward, Joseph. . .	I	I 75	15,800	98 59	100 34
	19	\$33 25	\$139,200	\$868 61	\$901 86

Immediately after annexation, land values took a decided jump. Lots of land that could have been purchased in 1803 for \$40 an acre, sold in 1804 at \$400 and \$500 an acre and the sales were quick.

Two of the land owners who lived in South Boston were never reconciled to the annexation, although one of them had a farm of fifty-two acres, which was thereby greatly increased in value.

CHAPTER XVI.

BOSTON SOUTH BRIDGE—FIRST TO SOUTH BOSTON.

Town reached only by boat—Legislature petitioned for a bridge—Boston willing—Dispute as to whether it should be from south end or north end of the town—The act to incorporate the Proprietors of the Boston South Bridge—Street completed to connect with the bridge—Bridge opened for the first time with a great demonstration—Some residents still dissatisfied.

THERE was no direct way to reach Boston from South Boston, previous to the annexation, except by crossing in a boat. It had not been found necessary to erect any bridge, either temporary or permanent, as there were only ten families at the Neck and there was but little travel. From Dorchester to Boston the way was over Rock Hill to Boston Neck.

To accomodate those who might wish to cross from the Neck to the city at the point where now is Dorchester Avenue, or Federal Street bridge, small boats plied across from the foot of Nook Hill to Windmill Point in Boston, and there was also boat service from Rainsford's Lane (now Dover Street) to the foot of Fourth Street.

When William Tudor and others petitioned the Legislature for the annexation of Dorchester Neck to Boston, they also petitioned for a bridge to connect the two places, to provide a shorter route than by water. Their petition asked for a bridge from the foot of Rainsford's Lane to the foot of Fourth Street, to be known as the South Bridge.

The town of Boston was asked by the petitioners to sanction the annexation proposition "upon the single condition that the inhabitants of Boston will procure a bridge to be erected between Boston and Dorchester Neck."

Then ensued a dispute which kept the citizens of Boston aroused for many months. They did not object to the annexation or the building of the bridge, but they opposed the conditions upon which it should be annexed and the location of the proposed bridge.

Finally, January 31, 1804, annexation was agreed upon by the Bostonians with the provision "that the place from which and the terms on which the bridge should be built, shall be left entirely with the Legislature," and the Boston Representatives were authorized to favor the measure.

Then it was proposed that the bridge be built from South Street in the town of Boston to the foot of Nook Hill or thereabouts. The joint committee of the Senate, February 14, 1804, on the petition of Mr. Tudor and others, reported "that the petitioners have leave to bring in

a bill authorizing them to build a bridge from South Street in Boston to Dorchester Neck, as set forth in the petition; agreeable to such rules, regulations and conditions as shall be prescribed by the Legislature."

But there was a great deal of opposition to the building of the bridge at that place. The people at the south end of Boston wanted it built from Orange Street (now Washington Street). This created still more excitement and discussion on all sides.

The south enders organized for the purpose of agitating for the change of location, and proposed, if their wishes were granted and the bridge built from Rainsford's Lane (a point where now is the corner of



BOSTON WITH WINDMILL POINT. (FROM DORCHESTER HEIGHTS.)

Washington and Dover Streets), to construct a suitable street from Orange Street to the head of the proposed bridge.

Accordingly a petition was presented to the General Court to incorporate certain persons for the purpose of building such a street. The petition provided that "no liberty be granted for the erection of any avenue to South Boston north of this bridge, unless at some future period the increased settlement of this part of the country should be such that the public exigencies should require the same."

This resulted in a compromise between the Dorchester Point proprietors and the south enders, and for a time the south bridge was given up.

The joint committee of the Legislature reported favorably on the compromise, February 23, 1804, and the bill to incorporate the south enders for the purpose of making the street was read for the first time, and Thursday, March 1, it was passed to be engrossed.

Tuesday, March 6, 1804, Governor Strong signed the three very important bills that marked the first step in the establishment of South Boston—annexing Dorchester Neck to Boston, incorporating the proprietors of the Boston South Bridge, and incorporating the Front Street corporation.

The bridge bill was as follows :

BOSTON SOUTH BRIDGE.

CHAPTER XLVII.

An Act to Incorporate the Proprietors of the South Boston Bridge.

Whereas the erecting of a bridge over the flats and channel of the southwesterly part of Boston, from the land belonging to the town of Boston, or some place contiguous thereto, to Dorchester Neck, would be of great public utility : And William Tudor, Gardner Greene and others, are desirous of an act of incorporation to empower them to build said bridge, and have subscribed a sum for the executing and completing the same :

SECTION. 1. Be it therefore enacted, by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, that William Tudor, Gardner Greene, Jonathan Mason and Harrison Gray Otis, Esquires, so long as they shall continue Proprietors as aforesaid, together with those who are, and shall become their associates, shall be a corporation and body politic, under the name of The Proprietors of the Boston South Bridge, and by that name shall sue and prosecute, and be sued and prosecuted to final judgment and execution and do and suffer all other acts and things, which bodies politic may or ought to do and suffer ; that said corporation shall have full power and authority to make, have and use a common seal, and the same to break, alter and renew at pleasure.

SECTION 2 referred to the organization of the Proprietors.

SECTION 3. And be it therefore enacted, that for the purpose of reimbursing the said Proprietors of the said bridge, the money to be expended in building and support of the same, and, if indemnifying them, a toll be, and is hereby granted and established for the benefit of said corporation, according to the rate following, viz : For each single horse cart, sled or sleigh six cents ; one person and horse four cents ; each wheelbarrow, handcart, and every other vehicle capable of carrying like weight, two cents ; each single horse and chaise, chair or sulkey twelve cents ; coaches, chariots, phaetons and curricles seventeen cents each ; all other wheel carriages, or sleds, drawn by more than one beast eight cents each ; any cattle or horse passing over this bridge, exclusive of this rate, or any carriages or teams, two cents each ; swine and sheep six cents for each dozen and at the same rate for a greater or less number ; in all cases the same toll shall be paid for all carriages passing said bridge, whether the same be loaded or not loaded ; and to each team one man and no more shall be allowed as a driver to pass free from payment of toll ; and at all times when the toll gatherer shall not attend to his duty, the gate or gates shall be left open ; and the said toll shall commence at the day of the first opening of the said

bridge for passengers, and shall continue for and during the term of seventy years from the said day, and be collected as shall be prescribed by said corporation.

SECTION 4. And be it further enacted, that the said bridge shall be built of good and sufficient materials, not less than forty feet wide, and well covered with plank or timber, suitable for such a bridge, with such rules on each side for the safety of travellers and protection of foot passengers, and said bridge shall be kept accommodated with not less than twenty lamps, which shall be well supplied with oil, and lighted in due season, and kept burning until midnight; and there shall also be made a good and sufficient draw or passageway, at least thirty feet wide in the channel over which said bridge shall be built, proper for the passing and repassing of vessels, through which vessels may pass, free of toll, and shall also erect at said draw, and continue in good repair, a well constructed and substantial pier or wharf on each side of the said bridge and adjoining to the draw every way sufficient for vessels to lie at securely; and the said draw shall be lifted for all vessels without delay and without toll, except for boats passing for pleasure; and it shall be lawful for the proprietors of the said bridge to make the leaves of said draw twenty feet long instead of the width of the bridge; and the said bridge shall be kept in good, safe and passable repair for the term of seventy years, to be computed as aforesaid, and at the expiration of said term shall be surrendered in like repair to the Commonwealth, who shall be deemed the successor of said corporation; and at the several places where the said toll shall be received, there shall be erected by the said corporation, and exposed to open view constantly a board or sign, with the rates of toll and all the tollable articles fairly and legibly written thereon in large capital letters.

SECTION 5. And be it further enacted, that the Proprietors of said bridge shall pay to the Master of every vessel that shall be loaded and of more than twenty tons register measure, that shall pass through said draw, for the purpose of unloading her cargo, five cents a ton for each and every ton said vessel shall measure, and a like sum of five cents a ton to the Master of each and every vessel of more than twenty tons burthen that shall pass down and through said draw, loaded, on her outward passage; Provided however that the same vessel passing up and down, though loaded, shall not be paid for more than one passage. And it shall be lawful, at any period after three years from the passing of this act, for the Proprietors of said bridge or the directors of the Roxbury Canal to make application to the Governor, who, with the advice of counsel, is hereby authorized, upon such application in writing, desiring that a revision of said premium of five cents as aforesaid, may be made, to appoint three impartial men to hear the parties, examine the premises, and increase or diminish said premium of five cents, as they shall think just; and their award, signed by them or the majority part of them, sealed, and certified to the Governor, and by him published, shall be binding upon all parties and shall be the same in future to be paid; and in like manner and by similar application and process the same premium may be increased or diminished at the expiration of every five years successively during the term aforesaid; and whereas it may be necessary that the said Proprietors, in making and building said bridge, should take, use and appropriate the lands belonging to other persons:

SECTION 6. Referred to the taking of lands.

SECTION 7. And be it further enacted that if the said corporation shall refuse or neglect, for the space of three years after the passing of this act, to build and complete the said bridge, then this act shall be void and of no effect.

SECTION 8. And be it further enacted, that in case the proprietors of said bridge or any toll gatherer, or officer by them appointed, shall neglect or refuse to open the draw, or unnecessarily detain any vessel about to pass, the said corporation shall forfeit and pay for such refusal, neglect or unreasonable detention, a sum not exceeding fifty dollars, to be recovered by the owner or owners of such vessels in any court proper to try the same, by a special action on the case.

(This act passed March 6, 1804.)

Work on the bridge was begun at once, and the new street was soon completed. In the summer of 1805 the bridge was finished. It was 1551 feet in length and cost the proprietors about \$56,000. October 1, 1805, it was opened for the first time with a great demonstration. There was a grand military display and the exercises were concluded with a sham fight.

Many of the advocates of a bridge at the other end of South Boston were still determined, and before the south bridge had been completed there were evidences of war on the part of the advocates for a north bridge. The agitation was continued and public opinion was again much divided.

CHAPTER XVII.

THE BOSTON FREE BRIDGE.

Second bridge to South Boston built after twenty years' contest — Petition for bridge from Wheeler's Point — Many meetings held — Dorchester and Milton Turnpike constructed — Toll established — Repeated defeats of advocates of bridge urge them to greater efforts — Bridge question takes political turn, Whigs favorable, Democrats opposed — Victory in 1826 — New difficulty as to who would build the bridge — Tax levy secures some money; stock purchased by South Boston people — Meeting at which total amount was secured — Position of bridge decided upon — City of Boston secures right and builds bridge.

AFTER a heated and exciting contest, extending over more than twenty years, the Boston Free Bridge, in later years known as the Federal Street Bridge, and at the present time the Dorchester Avenue Bridge, was, in 1826, authorized by the Legislature to be established. It had become absolutely necessary, owing to the increased population, to provide communication with that portion of the city now near the South Union Station and Atlantic Avenue. A private company at first intended to build the bridge, but the city soon secured control from the Boston Free Bridge Corporation, and it became city property September 26, 1828.

In 1805, the year after the passage of the bills in the Legislature for the annexation of South Boston to Boston and also for the erection of the South Bridge, the Legislature was again petitioned for a bridge from Wheeler's Point. By some of the petitioners, it is said, it was hoped to prevent the completion of the South Bridge. But this was futile as the bridge was completed that same year.

Still there was a determination on the part of many to build from South Boston to Wheeler's Point. The newspapers of that time took a prominent part in the controversy, some being favorable and others opposed.

Friday, February 8, 1805, a town meeting was held in the Universalist Church, Boston, and there was bitter wrangling, and during a long and stormy session the advocates of a bridge secured a majority, and a resolution was adopted instructing the Senators of Suffolk County and the Representatives from Boston, to aid by every possible means to secure the passage of an act authorizing the building of a bridge from Wheeler's Point, in a line with South Street, to South Boston.

This had not the desired effect, however, as the opponents of the bridge had a majority of the Legislature with them, and the bill was defeated February 20, 1805.

In 1807 another effort was made and a petition was again presented to the Legislature. The bitterest feeling existed between those in favor

and those opposed, which feeling, in fact, did not entirely die away for many years afterward.

Meetings were held in the Old South Church, but notwithstanding all the agitation, and the favor of the Senate, the House of Representatives refused to concur and again the petition was refused.

Up to 1805 there was but one road between Dorchester and the Neck, and that was about where is now Boston Street. But in 1805 a corporation, entirely distinct from that which had built the South Bridge, constructed the Dorchester and Milton Turnpike, which extended away out to Milton Lower Mills, the same as the present Dorchester Avenue.

There was a toll, established by law, for all carriages and beasts passing over it. From this and tolls from individuals who used the turnpike, quite a revenue was secured by the company until 1854, when it was purchased by popular subscription and accepted by the town of Dorchester as a public highway.

This turnpike was much used and it was thought it made the chances better for the erection of the North Bridge. Many believed the proposed bridge imperative and so earnest did they become that a scheme was carried out for the purpose of emphasizing the necessity of such a bridge.

One of the land-holders at the South Boston end of the proposed bridge, built a wharf in line of the Dorchester Turnpike. Slowly the work was accomplished until it was built out into the channel. Then one night a cob-wharf was floated around from the North End and moored at Wheeler's Point, reaching to the South Boston wharf and thus made an avenue from shore to shore.

But the South End people were angry, and, forming a party, they dressed as Indians and cut away the cob-wharf. Giving it a push it floated out into the harbor. Two weeks afterward the wharf was cut away and went the route of the cob-wharf, out into the harbor.

So strong was the feeling between the two parties, on this bridge matter, that the situation was more serious than any political battle could be and the two sides were lined up like unto the leading political parties of the present.

The projectors of the movement for the building of this North Bridge, however, seemed to be doomed to defeat, yet they were not discouraged. The Boston citizens who favored it and the residents of South Boston who believed in it, bided their time, still hoping and still confident that as the bridge was a necessity it would have to be granted some day. The repeated failures to secure the passage of a bill by the Legislature for the erection of the bridge occasioned a cessation of hostilities for about fifteen years.

Joseph Woodward, Esq., an old and respected citizen, to whom the greater part of the credit for the annexation was due, was also one of the most hopeful that the North Bridge would be built and he encouraged many others to think the same.

During the "dark ages of the bridge question" he vainly endeavored to bring the matter before the public mind again, but it was not until 1823 that he was successful.

Numerous public meetings were then held in various parts of the city of Boston and there were also meetings in the Hawes schoolhouse, South Boston.

At a meeting of the Board of Aldermen, held Monday, March 8, 1824 (Boston having become a city in 1822), a warrant was issued, on petition of Lot Wheelwright and others, calling for a general meeting to be held in Faneuil Hall, Monday, March 15.

The meeting was held and the following question for discussion was handed, in printed form, to each one who attended:

Is it for the interest and convenience of the city to have a free bridge or draw, from Wheeler's Point to South Boston, provided the same can be effected without any expense to the city, and whether they will instruct their Senators and Representatives in the next Legislature to labor to support such a measure?

Francis J. Oliver, Esq., was moderator of the meeting and the mayor and aldermen were present. There was a very large attendance and much impatience manifested. An effort was made by the opponents to prevent a vote. The vote to postpone action was heavily defeated, and when the ballot on the question before the meeting was counted there were 2,847 yeas and 779 nays.

The question having been determined in favor of a free bridge the meeting was dissolved.

In accordance with the vote passed at this meeting the city government petitioned the General Court, at its session in May, 1824, to sanction the building of a bridge from Wheeler's Point to South Boston in a line with South Street. The Senators and Representatives were instructed to aid by every possible means the passage of the bill and then began a struggle which up to then was unequalled in the Legislative halls of Massachusetts and was very much like the contest for the Cove Street Extension Bridge of recent years.

Advocates of the bridge and their opponents, all alike, endeavored to influence the legislators who came their way, and lobbying was general. The Representatives from other parts of the state took particular interest in the matter and the discussion occupied the greater part of that session.

But, even with all this, the Legislature of 1824 did not grant the petition, thus ignoring the Faneuil Hall meeting and the request of the city government of Boston.

The bridge question took a political turn, the Whigs being in favor of the bridge and the Democrats opposed to it. The election of municipal officers in Boston was largely based on the bridge question.

But in 1826 the time for the advocates of the bridge had come; the Legislature was again petitioned and this time their prayer was granted. Against big odds they had fought, numerous had been their defeats, but success finally crowned their efforts. It was the beginning of a new era for South Boston, and with bridges to the South End and the North End, access to the city was easy.



BOSTON, WITH PORTION OF CHANNEL AND SOUTH BOSTON, IN 1828.
(Showing Boston South and North Free Bridges.)

But the passage of the bill by the Legislature did not build the bridge. A new difficulty presented itself, which, however, was soon overcome. The question arose as to who should build the bridge.

The estimated cost was \$30,000 and the city was not willing to move, nor was any individual ready to take the matter in hand.

South Boston citizens, desirous of having the bridge built, willingly allowed a tax to be levied upon themselves, but the total thus secured was far below the required amount.

Then it was proposed to have the stock divided into shares and again South Boston people came forward and purchased in large amounts. Still there was not money enough.

At last it became necessary to resort to extraordinary methods to secure the money and a meeting of those interested was held. After a long debate the chairman rose and said :

“Gentlemen, there is but one of two things to do : either the bridge project must be given up, the charter cast aside, and the labor of many years lost, or we must contribute a sufficient sum to construct the bridge. Gentlemen, I hold in my hand a list of names, against each of which is placed a certain amount which you are invited to loan the bridge company, with the proviso that the lenders shall be entitled to receive all that remains after the bridge is completed.

Some of those present were “doomed” for \$1,000, some \$1,500 and one or two as high as \$2,000. No time was given for hesitation, and a promise was required from each before he left the room.

One gentleman, a zealous (?) friend of the bridge, but who felt unwilling to put his hand in his pocket in the manner proposed, was discovered in the effort to quietly leave the hall. The chairman, seeing this, said, “It’s no use, either you must make the loan or give up the project.”

All, save one, agreed to loan the amount for which they were “doomed,” although it appeared quite doubtful, then, that any return would ever be made.

Proposals for building the bridge were then solicited, and Messrs. Newcomb, of Quincy, were given the contract to erect the abutments on the South Boston side, William Wright and A. A. Dame the abutments on the Boston side, and Samuel Chittenden was engaged to do the woodwork.

The question then rose as to what the position of the bridge should be. A wealthy South Boston man, owner of some estate in the vicinity of the proposed bridge, and the proprietor of the flats on the westerly side of Turnpike Street, offered to erect at his own expense the necessary sea wall on the westerly side, on the condition that the bridge would run directly to his flats, in a line with Turnpike Street.

The proposition was accepted, and the abutments of the bridge were run in a direct line with Turnpike Street, and then a turn was made.

So much trouble had occurred in building the bridge, that the projectors were pleased when, February 5, 1827, the city council passed a resolve, “that, in case the Boston Free Bridge Corporation should build a bridge such as the city council should approve, it would be expedient for the city to accept the same and to assume the care and obligation of keeping the bridge in repair and to provide for lighting the same, and for raising the draw or draws thereof, as long as South Boston should remain a part of the city of Boston, upon such terms and conditions as should be required by the city council.”

August 11, 1828, a committee was appointed by the city council with full power to accept from the Free Bridge Corporation the surrender of the bridge, with its abutments, on the compliance by the corporation with the terms and conditions prescribed, and to submit all matters in dispute to arbitration.

It was finally agreed and accepted by the city that \$1,607 be paid to the city by the corporation, upon which delivery and payment, the obligation of the care and superintendence of the bridge and streets devolved upon the city, by the force of the award.

By the deed of the corporation, which was executed by Francis J. Oliver, the president, September 26, 1828, pursuant to a vote of the



VIEW OF BOSTON, FROM SOUTH BOSTON, 1830.

corporation passed September 24, the Boston Free Bridge Corporation surrendered and conveyed the said bridge and abutments, wharves, etc., to the city of Boston, upon the terms and conditions which the city of Boston agreed to accept by the resolve of February 5, 1827, and also assigned to the city a deed from Gardner Greene, dated August 1, 1828, and a deed from John T. Apthorp and others, dated August 21, 1828, and conveyed to the city all the lands and flats, rights and privileges acquired thereby.

There was some little opposition to the project of making the bridge city property, but at last this feeling was wiped out and thus

was opened a new avenue between Boston and South Boston, known as the Boston Free Bridge.

It is interesting to note that in 1832, when the affairs of the original company had been audited, \$2431.13 remained to be divided among those who had loaned to the company, which was about forty-one per cent of the whole loan.

March 12, 1830, an act was passed by the Legislature repealing the provision for a payment to vessels passing the South Bridge draw.

June 23, 1831, after the North Bridge had been built, and the value of the South Bridge had greatly decreased, an act was passed authorizing and empowering the proprietors of the South Bridge to sell, assign or transfer to the city of Boston, the franchise and materials of said bridge, to have and to hold the same to the city and its successors forever. Provision was also made that no toll or duty should be paid for travel over said bridge or passing the draw of the same, and that the city should keep the bridge in repair, provide a keeper to raise the draw and give all proper accomodation to vessels desiring to pass.

April 2, 1832, the proprietors of the South bridge agreed with the committee of the city council to sell for a sum not less than \$3500, and the city council committee recommended that the offer be accepted.

A deed was executed, April 19, 1832, for the sum of \$3500, conveying to the city of Boston and its successors "all the franchise and also all the materials of the Boston South Bridge together with the buildings, rights, wharves and real estate of the said corporation and every part and parcel thereof, whatsoever the same may be, with all the privileges, appurtenances and immunities thereof in any wise appertaining, subject, nevertheless to all the provisos, terms, duties, conditions and tenure in the aforesaid acts of the said Commonwealth set forth and expressed."

Thus, in 1832, the South Bridge became city property, and was made free to the public.

CHAPTER XVIII.

SOUTH BOSTON 1804 TO 1830.

Area of South Boston at annexation — District surveyed and streets laid out — Increase in population in twenty-five years — Manufactories — Cains's glass works — Alger's foundry — Ship-building — Blocks and dwellings erected — War of 1812 a setback — Hotels — Burial place — First churches — First schools — John Hayes — City lands — Transportation to the city — First police patrol — Fires.

BRIGHT indeed were South Boston's prospects, after annexation to the progressive town of Boston, and soon steps were taken to improve the new section. Already about a dozen families were living there, and there was at least one building for manufacturing purposes.

South Boston, when annexed, comprised about 560 acres. This did not, of course, include what was known as Washington Village, as that remained a part of Dorchester until half a century later. For many years after the birth of South Boston, a milestone on Turnpike Street, just beyond Seventh Street, with "B" on one side and "D" on the other, marked the dividing line.

For many years in the vicinity of what is now Andrew Square, near the corner of Preble Street, was the toll house and gate. This was surrendered in 1852, as a free public way.

When the town of Boston consented to the proposed annexation of South Boston, it was provided that their selectmen should be allowed to lay out "all necessary streets, public squares and market places." They were evidently determined that South Boston, at least, should have regular, wide and commodious streets. It was further provided that the town should not be obliged to complete the streets thus laid out sooner than the selectmen might deem expedient.

Mr. Mather Withington, a leading surveyor of the town, was chosen to draw a plan for streets of South Boston. He was instructed to have them run north and south, with cross streets east and west. His plans completed, the selectmen of the town, February 1805, proceeded to lay out the streets. There was a slight difference between the original arrangement and the present.

Although it was several years before these thoroughfares were built up, the work of the town consisted merely in laying out the streets in the way they should be built upon.

The "Old Road" was named Dorchester Street, starting about where is now Ninth Street, extending east sixty-three degrees, not to the water's edge as at present, but to Broadway. This street was to be eighty feet wide.

From the northerly end of Dorchester Street, a handsome avenue was marked out, intended as one of the finest streets in the town, named Broadway, and now the pride of our district. This was to run southerly $84\ 1\text{-}2$ degrees east to the bay, and northerly 24 degrees west until it met the line of the Turnpike. This was also eighty feet wide.

To the north of Broadway and running parallel thereto, were laid out First, Second and Third Streets, although First Street extended only to what is now the foot of B Street, and Second Street ended at about D Street. These were each fifty feet wide and varying from 310 3-4 down to 220 feet distant from each other.



OLD TOLL-HOUSE ON THE TURNPIKE.
(Still standing on Preble Street.)

To the south of Broadway, commencing and running westerly from Dorchester Street, were four streets, also parallel to Broadway, reaching to the Turnpike—Fourth, Fifth, Sixth and Seventh Streets,—about 250 feet from each other and the one nearest Broadway 276 feet therefrom.

To the east of Dorchester Street, south of Broadway there were also planned six streets, the same as the four on the westerly side of Broadway—Fourth, Fifth, Sixth and Seventh Streets, with Eighth and Ninth Streets added. These extended easterly to the water, but were broken by Dorchester Heights, some passing on the north and south sides and some traversing over and extending to the Point.

Intersecting these, forming cross streets, six highways were planned between Dorchester Street and the Turnpike, beginning 500 feet from the Turnpike, and each at exact right angles with Broadway, all to be 500 feet apart, fifty feet wide, and reaching from the dividing line between Dorchester and South Boston, northward to the bay.

Ten other streets, fifty feet wide, were laid out east of Broadway, at right angles with it, from 376 to 500 feet apart, all running from north to south, water to water. These six streets to the west and ten streets to the east of Broadway were to be designated by letters of the alphabet, A Street being the first from the Turnpike and Q Street near the water's edge, at the Point.

There were also two short streets near Dorchester Street, one parallel with the cross streets and named Old Harbor Street and the other at right angles, called Telegraph Street.

This was the original plan for the streets, but it was not carried out for many years afterward.

In 1809 certain additional streets were provided. Dorchester Street was continued north to the water and a change was made in the line of Fourth Street between Dorchester and G Streets.

The principal change in the 1809 plans was the laying out of additional ways between those numerically named which in after years were built upon and now are named Dresser, Bolton, Athens, Silver, Gold, Bowen, Baxter and Tudor Streets. They were laid out twenty feet wide. Gardner Greene and thirty-seven other proprietors signed the deed appropriating lands for this purpose.

Before 1825, a large number of sales of land for dwelling purposes having been made, it was found that in selling, the proprietors had encroached upon the streets as laid out. Accordingly, in 1825, Mather Withington and S. P. Fuller were employed by the city to compare the plans and see what encroachments there were. The original plan of Mr. Withington had been lost, but he was employed by the mayor of Boston to make another drawing as near the original as possible. This latter drawing is now in the possession of the city.

On the completion of the North Free Bridge by the city, in 1828, a new street was opened from this bridge to the Dorchester Turnpike. Previous to this it was all marsh between the bridge and Broadway, but this was laid out from the bridge to the Dorchester line and named Turnpike Street.

Starting with a population of sixty in 1804, South Boston had a population of nearly 3,000 in twenty-five years. The district, intended to be the means of forming a greater Boston, afforded excellent opportunities for attaining this end. The proprietors of the land found a ready market for house lots, and also sections for mercantile and manufacturing purposes. Manufactories, some large and some small, were established at the northerly end, adjacent to the centre of the town, and around these establishments the people built their homes. In a very

few years quite a little settlement had started, and from this seed grew our present magnificent South Boston.

The Dix and Brinley chemical works on the shore near where the Boston Wharf was afterward built, was probably the first manufactory in the district. It started before 1804, and the workmen came from Boston in boats, but afterward formed the nucleus of that little settlement.

In 1811 the proprietors of the Essex Glass Works erected a building near the chemical works, sent to England for workmen, but the War of 1812 spoiled thier project.



THOMAS CAINS' RESIDENCE (B AND SECOND STS.)

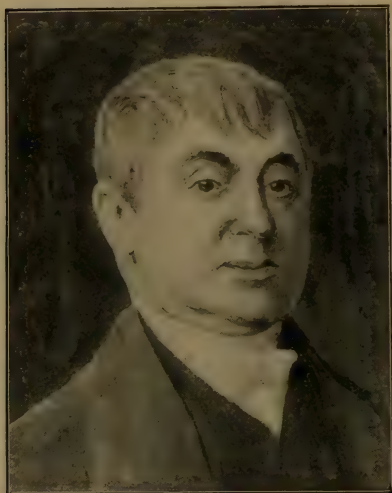
The following year, however, Thomas Cains came from Bristol, England, and started an establishment for the manufacture of flint glass, principally table ware, chemical apparatus, and apothecaries' supplies, at the corner of B and Second Streets. He was the pioneer flint glass maker in the United States, and the business continued until 1870. Mr. Cains' son, William, succeeded to the business.

Mr. William Cains, born in South Boston in 1814, learned his father's business with him and remained in his father's employ until 1852, when the elder Cains retired and William Johnston, a brother-in-law, and William Cains conducted the business. In 1855 Mr. Johnston

died and the elder Cains took up the reins again, continuing until 1865, when he died.

William Cains then carried on the business until 1870 when he retired to private life and has since resided in the district. At the present time, 1901, Mr. Cains is yet a resident of the district, and it is hoped that he has many years to remain among us, continuing in good health and enjoying the esteem of the entire community.

The Cains did a large business for many years, but rival establishments started and there was the usual competition, although the Cains' works outlived all the others.



THOMAS CAINS.

Thomas Cains lived in one of three cottages on Second Street, directly in the rear of the glass works. He afterward built a handsome mansion near the works, about where is now Bolton and B Streets. He was one of the wealthiest men in New England, entertained royally, and at one time had as his special guest the lamented Theobald Matthew, the advocate of temperance. Mr. Cains owned about all the land between B and C Streets, from the water to near Broadway.

Cyrus Alger was one of the leading citizens, if not the most prominent. He was born in Bridgewater in 1781, and came to South Boston

in 1809, and with Gen. Winslow formed a partnership and conducted a foundry business on Second Street, near Dorchester Street. About 1814 Gen. Winslow retired in favor of his son, and Mr. Alger then started in on his own account on Foundry Street, near Fourth Street. He bought all the property between the Turnpike and the channel, and from the North Free Bridge to the foot of Fifth Street. This purchase was made from the association that took charge of South Boston lands after annexation.

The South Boston Iron Company, of which he was the originator, was incorporated in 1827, and with him were George C. Thacher, W. H. Howard and Caleb Reed. Gradually the works were extended, about 250 men were employed, he filled in the flats, built up Fourth Street to the bridge, also Foundry Street, and in other ways developed the territory.

Cyrus Alger and his family lived at the corner of Foundry and Fourth Streets. Large sums of money were paid out to beautify the surroundings. His influence was great, and to him, more than any other one man, is due the first impetus given to South Boston. He was

a member of the Common Council the first year of the municipality, and alderman in 1824 and 1827. He was a friend of labor and the first employer in the district to introduce the ten hour system. He died in 1856.

Shipbuilding was one of the earliest industries. Lot Wheeler was the pioneer, starting business previous to 1822. Afterward Capt. Noah Brooks came from the east and started in at the foot of F Street. Capt. Brooks lived in a handsome house on Broadway near F Street, where a stable is now located. Other ship-yards were started in later years, mention of which will be made in succeeding chapters.



NOAH BROOKS' RESIDENCE, BROADWAY NEAR F STREET. 1825.

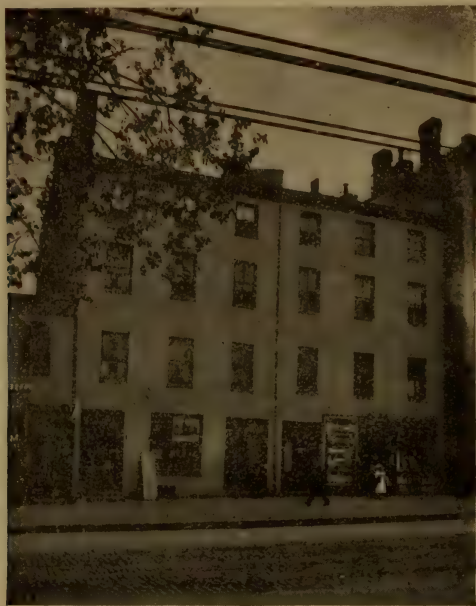
After the War of 1812, South Boston recovered from a temporary setback, and soon there were three or four glass works, three ship-yards, four foundries and numerous machine shops established. The foundry and machine shops in later years gave employment to from 1,000 to 1,500 men.

In the building line the first important block was that of brick buildings at the corner of Broadway and A Street, being at the foot of Nook Hill. It was known as the Brinley block.

The War of 1812 caused a cessation in the work on this block, but two of the four houses were completed, and during the war were used as a barracks, and afterwards were known as "The Barracks." These houses were finished in most magnificent style and others were completed a few years afterward but were used for other than dwelling purposes, principally as a hat factory.

The front walls of these houses still remain and are next to the Hotel Broadway. The ground's surface being then much higher than at present, the front doors and first floor were where the second story is now, and a short flight of steps led thereto. Subsequently the street was dug down and stores built beneath. The former front doors were changed into windows and the steps removed.

Mr. Murphy, who came to South Boston shortly after annexation, built a house on Fourth Street, which in later years was known as the South Boston Hotel, and that building is also still standing. When first constructed it was only half the present size.



BRINLEY BLOCK, A STREET AND BROADWAY. USED AS A BARRACKS IN 1812.

(Building is now raised one story, stores on first floor. Two windows over street doors were former entrances)

Mr. Murphy opened it as a public house and hung out, as a sign, a large golden ball.

Mr. Ross, a soap manufacturer, in 1805, built a large brick building at the corner of the Turnpike and Fourth Street and later it was known as the Twelfth Ward Hotel, Davis Holmes, proprietor. At first Mr. Ross used it for a dwelling and after its use for a hotel it was used as a private dwelling again.

Abraham Gould, whose wife was a daughter of Mr Foster, owned a fine brick building near the corner of E and Fourth Streets, which remained until a few years ago, next to the Bigelow School.

He was one of the leading citizens, and lived in the district long before the annexation. He was on guard duty at Nook Hill on the night of the erection of the forts on Dorchester Heights. The list of taxpayers of 1804 shows him to be the largest individual owner in the district. He died in the brick house near E Street in 1840, aged 84.

These were the only brick dwellings in South Boston for many years. There were many wooden dwellings in the neighborhood of Fourth and Turnpike Streets and Broadway, occupied by persons working in the factories, who formerly lived in the city.

The War of 1812 postponed South Boston's expected growth, for a long time. Three of the four houses in the Brinley block remained unoccupied for many years and the fourth one brought in but little rent each month. Mr. Murphy gave up the Golden Ball Hotel at the end of five years and then Mr. Hunting occupied it as a residence for twenty-eight years.

Not alone did the early residents of South Boston have in mind the growth of their district, but they were obliged to give some thought to the sadder and more sorrowful consideration of the disposition of their dead. The old burying ground in Dorchester generally served the purpose for the few families.

A few years after annexation the town of Boston planned for a burial place in the vicinity of what is now West Seventh and Dorchester Streets. In 1810 fifteen tombs were built on the spot where now is located the Shurtleff school. But little mention is made of this burial place in the records, and it is supposed that it was used only a short time.

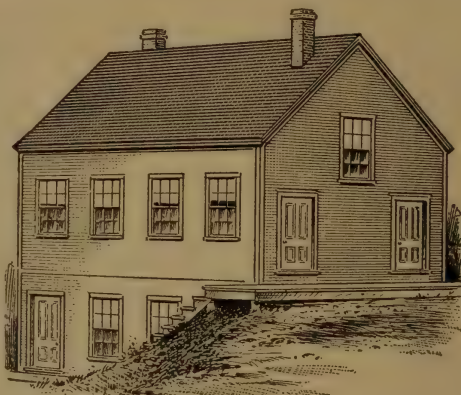
The building of St. Matthew's Church, organized March 24, 1816, and incorporated June 16, following, occasioned further steps to be taken for a burial place.

In 1817 the wardens and the vestry commenced erecting the new church on Broadway, about 100 feet northwest of E Street, on a lot which subsequently was conveyed to them by Abraham Gould. The church was erected June 24, 1819, and gradually the size of the lot and building was increased. Tombs were built in the cellar of the church, and June 18, 1818, the Board of Health granted permission to use them for burial purposes.



ST. MATTHEW'S EPISCOPAL CHURCH. (1819.)
Broadway near E Street.

Almost simultaneous with the establishment of St. Matthew's church and cemetery was the setting apart of land for a cemetery for the Catholic people, and it is said by many that this dated long before the building of tombs in St. Matthew's church. Records state that in 1810 land was set aside for a cemetery for the then very small Catholic population of Boston. It was a part of a fine old estate, shaded by magnificent elms, which, today, in the present St. Augustine's cemetery, rise to a majestic height over the graves and chapel beneath. In 1819 a chapel was built in this cemetery which is still standing, and wherein are interred many Catholic bishops and clergymen.

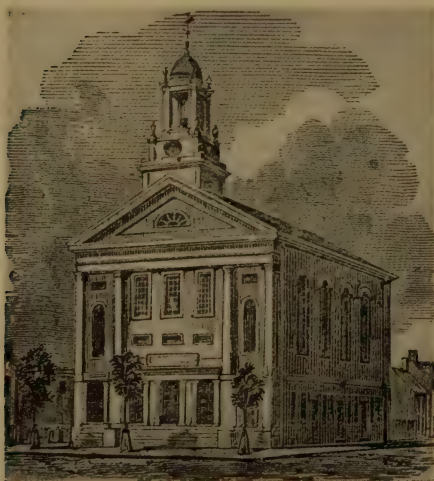


SOUTH BAPTIST SOCIETY'S FIRST MEETING-HOUSE.
C Street and Broadway

Through the generosity of John Hawes, one of the land owners when the section was annexed, a temporary place of worship was erected for the Congregationalists, in 1820, at the corner where now is K and Fourth Streets. Rev. Thomas Pierce, a Methodist clergyman from Meriden, Connecticut, was chosen as minister.

Eight years later a regular church was organized under the title of the "Hawes Place Congregational Society," and the first building enlarged.

Phillips Church was gathered, Dec. 10, 1823, in a house on Fourth Street, near B Street. The house is still there. The first house of worship was built on the corner of A Street and Broadway, March, 1825, and eleven years later a new church was built on the same site.



SOUTH BAPTIST CHURCH.
C Street and Broadway. Dedicated 1830.

The South Baptist Society first met in the one-and-a-half story house on the northwest corner of C Street and Broadway. C Street sloped down at this corner and in the basement was a grocery store kept by N. P. Mann.

The congregation having grown, July 22, 1830, the church on the

opposite corner was dedicated. This building was formerly the First Church in Charlestown, then removed to Boston, and was purchased by the Baptists and removed to South Boston.

Believing that they were as much entitled to suitable school accommodations as in other sections of the town of Boston, the residents of South Boston, after becoming a part of that town, sought to secure from the school committee a suitable school for the instruction of their children.

In May, 1807, a petition was sent to this committee by the residents, praying for an appropriation for the school, but no attention was paid to the petition.

When the school committee refused to act, the town took the



PHILLIPS CONGREGATIONAL SOCIETY'S FIRST MEETING-HOUSE ON FOURTH STREET. (1823.)

matter in hand and authorized the appropriation of \$300, which, with an additional sum subscribed by the citizens, was used in the erecting of a small building on G Street, near Dorchester Street.

In 1811 the school committee approved an appropriation of \$300 for one year, and in 1816 there was an additional \$100 allowed.

The schoolroom was peculiarly arranged. From wall to wall was a long desk, and at this sat the first and second classes. To reach the seats the children were obliged to climb over the desk itself. At the further end was the master's desk, elevated about three feet. From this desk, running from east to west, were several shorter desks and benches, running north and south, leaving a narrow aisle the entire length of the building, in the centre of which was a stove.

The short cross seats and desks were occupied by the girls of the school and the boys of the lower classes. The desks of the higher classes of girls had accommodations for writing. The first master of



PHILLIPS CONGREGATIONAL CHURCH. (1825.)
A Street and Broadway.

the school was Zephania Wood, of Lunenburg. Mr. Wood was loved and respected by all who knew him, and while he was teacher of the school he also preached to the Hawes Congregational Society. At his death, October 26, 1822, Rev. Lemuel Capen, of Dorchester, was appointed his successor, and assumed charge, November 21, 1822.

In 1821 the residents petitioned for a new schoolhouse, and a sub-committee of the school committee voted it expedient to "build a new schoolhouse to consist of two rooms, each sufficient to accommodate 150 scholars."

The annexation act provided that the land proprietors should set apart three lots of land, for a market-place, a schoolhouse and a burial place. The lot for the market-house was deeded to the town in 1819 by Mr. John Hawes. The name, John Hawes, is one that, whenever mentioned, reminds the citizens of South Boston of the gratitude due him for his noble and generous gifts for the improvement of South Boston.

Born in Dorchester, January 9, 1741, he died in South Boston, January 22, 1829, at the age of 88. His will, dated October 2, 1813, proved and allowed by the Probate Court, March 9, 1829, was confirmed by the Supreme Court the first Tuesday in March, 1830. The executors were James Humphries, Henry Gardner and Ebenezer Everett, but the last two declined to serve.

Previous to his death he made many public gifts, and among them was land on Broadway, between F Street and Dorchester Street, for a market house, but there being no demand for such a place at that time, he granted permission that it be used for the erection of a schoolhouse until a public market was desired.

The Hawes school was established in 1823, and a new brick building erected after considerable delay by the city government. The population of South Boston at that time was about 1,700.

In 1822, shortly after Boston became a city, a large tract of land was purchased at South Boston Point, comprising all the territory north of a line drawn from the corner of the present L and Fourth Streets to

O and Fourth Streets. This was called the City Lands, and soon a poorhouse was erected thereon. In years following other institutions were erected, until there were the House of Industry, a building of brick; House of Reformation; Lunatic Asylum, of brick; and a House of Correction, a little to the east of the Lunatic Asylum. This remained the City Lands until shortly before 1855, when the stockade fence was removed, a park laid out and streets extended to the Point.

A hack owned by Ephraim Dodge was probably the first public conveyance between South Boston and the city. He commenced running this as early as 1829, although for a few years previous to that he had two boats plying from his place on First Street, foot of K Street, that ferried people across to the city. This was from the first wharf ever built in South Boston.

Broadway was not in good condition, however, and Dodge's route was over the South Bridge, rather than the North Free Bridge. He had at first attempted to use Broadway, but the wheels of his hack sank in the mud and soft clay. The patronage he received, however, soon warranted him in purchasing two omnibuses which made hourly trips to and from the city. The fare was ninepence.

The first police patrol, or, as it was called then, the "watch," was established in 1824, when Mr. Crowley and Mr. Bickford were assigned to do duty in the district. Their hours of duty, however, were only at night, from eleven to one o'clock in summer and ten to two in winter.

In 1830 Jephtha R. Cowdin and Jacob Herrick succeeded the first two, and Mr. Herrick remained in this position more than a quarter of a century.

Fires broke out occasionally in the district. Probably the first after the annexation, was that in Cains's glass works, March 13, 1813, and about a month later an old engine that had done service in the centre town, was placed at the glass house, and an engine company was formed, but did little service. April 8, 1814, there was a fire in the Furnace Building. May 26, 1817, Gregg & Este's building was burned. October 12, 1819, there was a fire in the establishment of John Moore, on the Turnpike.

March 21, 1821, South Boston petitioned for an engine for their section, but it was afterward voted "not expedient."

When Boston was made a city in 1822, there were twelve wards, and each ward had three fire wards. These fire wards were the men who had charge of the respective districts. South Boston, part of Ward 12, had John D. Williams, Noah Brooks and Samuel Wheeler. The fireman of Ward 12 engine was Asa Lewis.

April 17, 1823, the inhabitants again petitioned for an engine and one was stationed in the schoolhouse (Hawes), numbered 17, and Alpheus Stetson was first in charge.

March 28, 1824, Cains' glass works was again burned.

CHAPTER XIX.

WAR WITH ENGLAND AND OTHER EVENTS.

Trouble with Great Britain—Ready response to Gov. Strong's call for troops—Fire companies ordered to the bridges—Dorchester Heights fortified—Other important work—Training field on Broadway—Approach of vessels occasions false alarm—A man, charged with piracy, hanged in the district.

EIGHT years after the annexation of South Boston the first set back of a serious nature was encountered, and it was wholly on account of the war with England.

There had been much enthusiasm throughout the new district, buildings were going up rapidly, business was on the increase, and bright were the prospects for the future. But June 17, 1812, war was declared between the United States and Great Britain, a bill to that effect passing Congress by a vote of 79 to 49, and the Senate by a vote of 19 to 13. The day following, President Madison signed the bill.

Immediately preparations were commenced for the conflict. After the declaration, the President called on all the states to furnish troops, and volunteers joined the army in large numbers. England, as usual, was making preparations with a determination and vigor that always marked her wars. There was, however, some difficulty in the United States to obtain a number sufficient to meet the trained soldiers of England. The difficulty was, as evidenced by the votes in Congress and the Senate, that some of the people thought the war wholly unnecessary.

Gov. Strong, in Massachusetts, issued an urgent appeal for troops, and the militia from all around Boston gathered in goodly numbers.

This call for additional troops by Gov. Strong, for service in the vicinity of Boston, was owing to the fear that the British might attack the town.

The United States troops were stationed at the forts on the islands and were duly enlisted for the war. The state militia, however, was enlisted for only thirty days. The city authorities, too, prepared for any attack that might be made. Each of the fire engine companies was ordered to one or the other of the various bridges of the town and were instructed, if deemed necessary, to cut the bridges. Engines 8 and 12, with their fire wards, were located at the South bridge and were in charge of James Phillips and Nathaniel Curtis.

It was thought best to again fortify Dorchester Heights, and as the embankment had been partially washed away, the works had necessarily to be strengthened. This work was performed by volunteers,

patriotic citizens of the town joining in the work. Parties were organized, and even whole male congregations, headed by their minister, and encouraged by martial music, contributed a day's labor to hurry on the work of rebuilding the fortifications which had once performed such excellent work.

A new powder house was quickly erected, platforms built within the forts, on which were placed several cannon, and all was ready for action whenever the enemy might appear.

Being such an advantageous position, several regiments of militia were stationed in South Boston, and for many months there were stirring military scenes within the peninsula district. Wooden barracks were erected in a large field between D and Dorchester Streets, on Broadway. Broadway had no houses then, all fields as far as the eye could reach. In fact the streets had been but recently marked out, and on the spacious grassy areas near the barracks, the militia were drilled morning and evening.

Guards were stationed day and night along the beach from South Boston to Commercial Point, and at night, guards prevented persons leaving the district.

Just previous to the breaking out of the war, work had been commenced on four houses at the corner of A Street and Broadway, but hostilities caused a cessation in the work. Two of the houses were used as barracks, and Capt. McNeil opened a United States recruiting rendezvous. It was here that the volunteers and recruits, immediately on enlistment, were brought, and remained until such time as they were ordered to other parts of the country.

Military officers appointed by the state of Massachusetts, commanded the state troops and were paid from the state treasury. Thus they did not enter the service of the United States and were not required to leave the state.

The soldiers were regularly paid off in gold or silver by the state government, while the United States troops were paid off in checkered paper money, which was then at a discount of twenty-five per cent.

A day's supply of provisions was daily drawn by each soldier. In addition to this, the soldiers stationed in South Boston enjoyed luxuries such as pigs, sheep, fowl, potatoes and other vegetables secured by raids on neighboring farms and gardens.

Boston was not attacked, however, yet the inhabitants continued to fear an invasion and the militia was daily in expectation of being called into service. False alarms were frequently given and there was the greatest excitement everywhere when it would be reported that the British fleet was entering the harbor. A watch was on continual duty on the Heights. Scores of eyes kept watch on the entrance to the harbor, and every one believed that an attack would be made sooner or later.

One cloudy evening these sentinels discovered eight or ten vessels

entering the harbor. The word was quickly passed round and preparations immediately made to receive the invaders.

The commander of the forts in the harbor, after a critical survey, decided they were British vessels and so passed the word along.

One commander of a fort quickly lost all his grit, if he had any, and when he heard the enemy was approaching he began to shiver. His wife and sister, with all his valuables, were quickly removed from the fort to South Boston.

His frightened condition was observed by every one, and Col. Porter, afterwards a general, said :

"Captain, carry your wife and sister out of this fort, we don't want any wincing or blubbering here. Clear every one of them out, and if you are afraid, clear out yourself, and I'll see to the fort. We don't want any scarecrows in it."

But soon it was discovered to be all a mistake. It was not a fleet of Britishers, but a portion of the American squadron giving chase to a British frigate.

The commander of the fort was chagrined, his friends laughed at him, and he dropped greatly in the estimation of all.

And so the watching was continued for several months. The forts had been strengthened, and, notwithstanding the weakening of a few, the majority of the soldiers were ready for battle. Soon, however, peace was declared, the troops returned to their homes, and South Boston ceased, for a time, to be the scene of extensive military operations. The war was ended in the spring of 1814.

During the latter part of the year 1813, when the excitement was most intense, a man, sentenced to death, was hanged in South Boston.

Samuel Tully and John Dalton were convicted of piracy. December 12 of that year they were taken from prison in Charlestown and a procession was formed, consisting of the deputy marshal, carriages containing officers of the prison and the marshal and sheriff of Suffolk County. Then came the criminals in the prison carriage, a wagon hung in black, attended by Rev. Mr. Collier, chaplain of the prison. They were pinioned and wore white caps.

Their coffins projected from each side of the carriage. Following behind were deputy marshals and an immense crowd of men, women and children, eager to witness the death struggles of a human being.

In this manner they passed through the town, Tully repeatedly addressing those who crowded about the carriage. Crossing the old bridge, they passed up Fourth Street and along C Street to the gallows, which was built at the foot of Nook Hill, now the corner of C and Third Streets. On arriving at the place of execution, the marshal and his deputies, and the sheriff and the chaplain, ascended the stage. Tully then read a written communication, in which he confessed that he had been guilty of piracy.

He also spoke feelingly of the great kindness and attention he had received in prison. The criminals then knelt, and amidst the tumult of the immense crowd who surrounded the place of execution, Rev. Mr. Collier addressed the throne of Grace. He then took the culprits by the hand and bade them each farewell. At quarter past two Tully mounted the drop, and letting fall a handkerchief (the signal that he was ready) the drop fell and he was launched into eternity, without a struggle.

The marshal then made a suitable address to the immense gathering, and concluded by reading a respite for Dalton, by which the President deferred his execution till the 10th of January, 1814. He was, however, eventually sentenced to imprisonment for life.

The halter was then taken from his neck, a hat placed on his head instead of the white cap, and he was transported back to prison with the body of Tully, in the same carriage in which they had been taken to the gallows. No less than 10,000 spectators were present, and a much larger number would have attended if the weather had not been so intensely cold. So cold, indeed, was it, that several were frost bitten.

CHAPTER XX.

REMINISCENCES, 1804 TO 1830.

Many old residents of the district still living — Recollections of early South Boston — Interviews with William Cains and James Wood — Former residents and business men — Where the houses were — War of 1812 cause of district's growth being retarded.

IN this opening year of the twentieth century South Boston is pleased at the fact that many of her residents who have enjoyed life a half or three quarters of the past century, are yet living and enjoying good health. There are five, at least, who have enjoyed a residence here of seventy-five years or more. They are William Cains, before mentioned, son of Thomas Cains, the pioneer glass manufacturer, eighty-seven years old, who has lived all that time in the peninsula district; Alpheus Stetson, son of Alpheus M. Stetson, who was born in South Boston in 1820, and has lived the eighty-one years in the district; William S. Locke, retired, who was born here in 1826, and has since been a resident of South Boston, excepting during the few years he was travelling in California; Anthony W. Bowden, seventy nine years of age, who has lived nearly all of that time in South Boston, and William W. Wright.

Three others who resided in South Boston prior to 1825, but who have passed away within a few years, two of whom did not see the dawn of the new century, were James Wood, Thompson Baxter and Michael Brady. Mr. Wood, who in his early life had been employed at Alger's foundry, casting guns for the government, died about three years ago; Mr. Baxter died towards the close of the nineteenth century, and Mr. Brady, for many years connected with the Clinch school, died in February, 1901.

Three of these gentlemen, by their reminiscent conversations with the writer, have made it possible to publish interesting information concerning South Boston of seventy-five years ago.

William Cains, at the present time South Boston's oldest life-long resident, still possesses all his faculties and remembers distinctly South Boston of eighty years ago.

"South Boston," he says, "previous to 1820 was but very thinly settled. What is now Foundry Street was named for the many industries of that class that started there, notably the Alger's.

"What is now Dorchester Avenue was a marsh from the water to Fourth Street, and beyond that, out to Milton, was the Dorchester Turnpike. First Street extended only from this marsh to near B Street,

and Second Street but a little further. Land, where once was water, make the present streets of those names up to Dorchester Street. The way to Boston was over the South Bridge, where now is Dover Street Bridge.

"Near the present Dorchester Avenue and Preble Street was the toll house, where a cent had to be paid for each person passing, and three or four cents for wagons and carts. There was also a toll house at the bridge.

"Corner of Second Street and the marsh lived Daniel Bradford, and on the opposite corner was Mr. Dewire.

"It must be remembered that what is now Fort Point channel was much wider in those days, and the water's edge then was on a line with the present Foundry Street. Shortly after annexation this was partly filled in and Cyrus Alger built and extended his foundry. In later years, between Broadway and the North Free Bridge were the machine shops of Isaac and Seth Adams, Jabez Coney, the Wilmarths, and Mr. Souther.

"Nook Hill, the highest point of which was about on a level with the present Lawrence School, sloped down to the water on the north-east side, to Broadway on the southwest, to C Street on the southeast, and to beyond A Street on the northwest side. Originally, it used to be told me, the hill extended beyond A Street to the water's edge, or where now is Foundry Street.

"There was a big inlet running in from the harbor at about D Street and this crossed Broadway. I remember when Broadway, at D Street, was frequently covered with water and could be crossed only on planks.

"Fourth Street was the principal thoroughfare, extending from the bridge southeast as far as Dorchester Street. Beyond Dorchester Street, across from the end of Fourth Street, was a road about the same as the present East Fourth Street, extending only to G Street.

"Dorchester Street did not extend as far as the water, but a road diverted from it on a line about where is now Second Street, and at the end of this road was a large foundry, the first erected in New England. This foundry was the one started by Cyrus Alger and Gen. Winslow in 1809. It was on Second Street, about at the foot of E Street.

"The 'Old Road,' then, was what is now East Third Street from Dorchester Street, then along Emerson Street to M Street and then along what is now Fourth Street, to the Point.

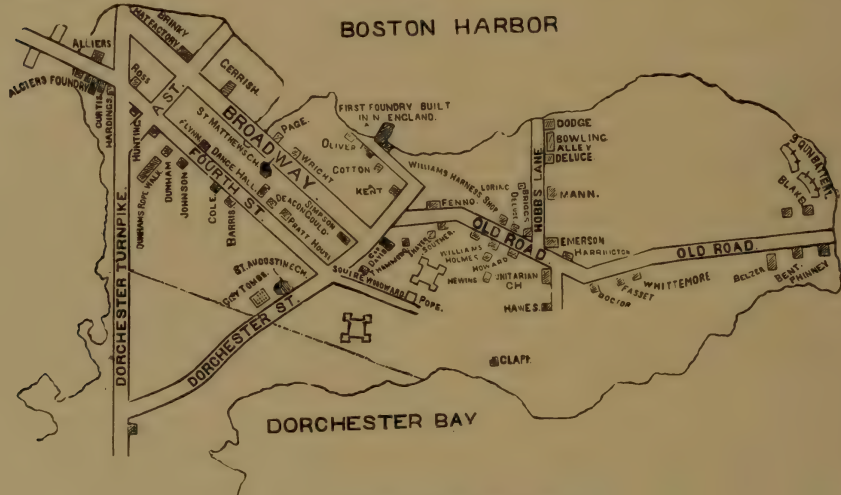
"Hobb's Lane, afterward called by some people, Fish Lane, was from about opposite the old Hawes Church, through what is now the Lincoln School grounds, and to the water's edge.

"There was a short street, on a line where now is K Street, but extended only from the 'Old Road' to Fifth Street and the Hawes house was right on the corner, just where it is now. A continuation of

this street, extending to the beach, was a road. This was known as the way to Powow Point.

• "South Boston then did not include the Washington Village section, and the dividing line was just about where now is the corner of Dorchester and Eighth Streets. Out there where now is the Andrew School, Dorchester Street could be crossed only at low tide, the high tides covering a portion of the thoroughfare.

"South Boston was laid out in 1810, intended for an ideal residential section. The War of 1812, however, upset all plans for the time, and the anticipated boom was delayed. After the war the country was poor and South Boston suffered considerably. Soon however, the people received new hope and the building of factories and dwellings continued.



PLAN OF SOUTH BOSTON IN 1825.

"The block of houses corner of A Street and Broadway was the only dwelling on the latter street until Mr. Wright's house near E Street. This was at the corner of Wright's Court, named after him. It is yet standing, although greatly changed in appearance. This was about 1818 and a few years later Mr. Page built a house near D Street and the court was named after him. Gerrish also built a house between B and C Streets and had quite a large brick-making establishment.

"About opposite Mr. Wright's house was St. Matthew's Episcopal Church. On the same side of Broadway, but near the corner of Dorchester Street, were two houses, ten-footers, one of which was occupied by Thomas Thayer and family. Mr. Simpson also lived near Dorchester Street.

"At the junction of what is now Dorchester Street and East

Broadway were two houses, one owned by Captain John Davis and the other by Thomas Hammond. The latter was nearer to G Street.

"This was all there was to Broadway,—a country road from the marsh to Dorchester Street, with very few houses.

"Fourth Street was the principal street in those days, and, especially below C Street, it was a hustling business section. Starting from the bridge, on one side, was the handsome residence of Cyrus Alger. His son, Cyrus, Jr., and a son-in-law, afterward occupied houses adjoining. All these are standing today, although in a dilapidated condition.

"On the corner where is now a carriage factory, was a brick building in which old lady Hutchinson kept a knick-knack store, and opposite, on the southwest corner was Harding's house.

"On the opposite corner toward A Street, was the hotel of Davis Holmes, better known as 'Pa' Holmes, which was a popular resort for many. Then on the southeast corner, was a story and a half house occupied by Jabez Wilson who kept a drug store in front.

"Between A and Turnpike Streets, on the side with 'Pa' Holmes place, was a ten-footer owned by John McCarthy, then the establishment of William T. Andrews, who was a grocer, furniture dealer, coroner, carpenter and justice of the peace. Then came the three story house of David Gurney, and at the corner of A Street a three story brick dwelling house, owned by James Wright. In front and around it was a magnificent garden extending back to what is now Silver Street.

"On the opposite side of Fourth Street, between A Street and the Turnpike, was a building owned by John McAleer, who kept a grocery store. Mr. Hunting also kept a store on the other corner.

"Near Turnpike Street, next to the Hunting house, was a ten-footer occupied on the lower floor front as a bakeshop and grocery by John Emersley who lived in the rear. This house had a basement almost entirely under ground. The Hunting house was near A Street.

"On the westerly side of Fourth Street, were three small houses, ten-footers, owned by Owen McCabe, John McFeeley and Mrs. Mary Brown.

"At the corner of A and Fourth Streets, where Alderman Norris now lives, dwelt a man named Francis Lamale. Above this were several small houses, in one of which was a hall, and above B Street, tenement houses.

"A little back from Fourth Street, near C Street, toward Fifth Street was the handsome home of Josiah Dunham, a prominent man in his day and who served the district in the Common Council and the Board of Aldermen. His rope walk was near by. A Mr. Johnston lived near Mr. Dunham.

"There were a few other houses between Turnpike Street and C Street, but unimportant and back from the street.

"Between C Street and Dorchester Street were but two houses, in 1815, the one owned and occupied by Abraham Gould near E Street,

and another where Master Woods lived near F Street. This was at one time known as the Pratt house. Mr. Woods was master of the first town school in South Boston, before the Hawes School was established. This first school was in a little building at the corner of the Old Road and G Street. The Woods and Gould houses were oblong in shape. The Woods house, still standing, was the first, in the nineteenth century, to be built in South Boston.

"About 1825 Mr. Cole and Mr. Harris lived near E Street.

"On Second Street, between C and D Streets, in a small house lived Captain Smith. It was not a street then, but the road leading to his house was where is now Second Street. He was a tanner by trade and had a son, Joseph Smith.



WOODS HOUSE.
West Fourth Street, near F Street.

"South Boston, then, was famous throughout the city for many reasons. It was a new section, and in the peninsula there was an abundance of excellent drinking water, something that they did not possess in the centre of the town. In Boston the people had to depend on Jamaica Pond for water, that came through pipes and was pumped out. Often the pumps there used to get choked up with fish and it required much labor to draw a pailfull.

"A large trench of water was at the corner of D and Second Streets. It was about twenty feet by six feet and six feet deep. All the ships used to be supplied from this trench, and afterward, when the brewery started there, the trench furnished its supply. The brewery was established in 1826.

"A Street sloped down to Fourth Street, and there were but few

families living there. Between Broadway and Fourth Street, there was John, Frank and William Lavery. John H. Lavery of today is a son of Frank Lavery. Mrs. Sommers also lived there.

"In 1814, I am told, there were about forty houses in the district. Old St. Augustine's chapel, in the cemetery, was dedicated in 1819. For many years a priest sent from the church over town used to come to St. Augustine's church, but about 1830 the first parish priest was appointed, Rev. Fr. Drummond. He was a goodly man and quite young. In 1835 he went away and I remember hearing, in after years, of his noble work in Halifax where he attended cholera stricken people

that came in the English ships, and one time he went five days without any rest. He died about 1870, at a good old age.

"There were but few Catholics in the district then, and Father Drummond's mission extended out Dorchester as far as Milton. When the foundries and machine shops flourished, in later years, the Catholic population increased.

"From the close of the War of 1812 until the beginning of the Civil War, the manufactures so increased that South Boston was second to no other place in the country, in the way of industries.

"The brick industry was an important one. In the block bounded by B and C Streets, Broadway and Fourth Street, were the several brick kilns of the Harris brothers. From these kilns were taken the bricks that were used in erecting many of



REV. FR. DRUMMOND, FIRST CATHOLIC PASTOR
IN SOUTH BOSTON.

(Taken from a photograph of 1860.)

the dwelling-houses of Boston. It was a remarkable clay pit, but has since been filled in. Another brick kiln, corner of E and Fifth Streets, was owned by Mr. Osgood.

"Above Dorchester Street, on what is now Fourth Street, near the Bird schoolhouse, was a very old building occupied by John Bird. There was a beautiful garden surrounding the house and extending from the house down to Dorchester Street. Above that, on the same side, was Pope's house with farm surrounding it.

"Near I Street and the 'Old Road' were the houses of Mr.

Williams, Mr. Holmes and Mr. Howard, On Emerson Street, from I Street to the cemetery, was 'The Village.' Mr. Fenno lived on the 'Old Road,' between Dorchester and H Streets, as did also Mr. Souther.

"Between M and N Streets, on the south side, lived Mr. Whittemore, a butcher, and Theophilus Carter. Below that there was no house west of P Street. Just beyond P Street was a ten foot building occupied by a man named Belzer. He had four sons. Further down was the Adam Bent house, one of the oldest houses in the district today, and below that, near the water, was the Phinney house. Mr. Cuddy lived south of the 'Old Road,' and near the Blake houses lived Abel Hayden and Nathaniel Hayden.



BIRD HOUSE.

"Near First Street, at the foot of K Street, Mr. Deluce kept a fish store about 1830, and he got up nice fish dinners for driving parties. Ephraim Dodge kept a hotel at the end of Hobbs Lane and nearby was a bowling alley.

"Of the residents on Emerson Street, Romanus Emerson was probably best known. He was a hard working old farmer. Squire Harrington lived near his friend Emerson. Other residents in 'The Village' were the Deluces, well known, one of whom was the first undertaker in South Boston, and Mr. Briggs lived in a handsome house on Hobbs Lane."

Mr. James Wood, two years before his death, reviewed briefly, for the writer, South Boston as it was in 1824.

"There were scarcely two hundred buildings in the district at that time" he said. "On Fourth Street, between the bridge and G Street, there were about fifty houses in all, but three above Dorchester Street. On Broadway there were only fourteen houses from Turnpike Street to I Street. On A Street there were ten houses; on B Street five, on C Street three, on D Street two, on E Street three, one of the latter called Foye's block. F Street had one house, that at the northeast corner of Broadway. It was known as the Williams house.



ADAM BENT HOUSE. FOURTH, NEAR Q STREET.
(Built in 1810.)

"On Dorchester Street, north side, there were about ten houses, mostly occupied by ship carpenters. Squire Woodward's house on east side of Dorchester Street, between Broadway and Fourth Street has since been moved and is now on East Fourth Street to the west of the Bird school, between Dorchester and G Streets.

"On Emerson Street, (the Old Road) was 'The Village.' Between Dorchester and I Streets there were about five houses; between I and K ten, now mostly rebuilt; the last one to be destroyed was the Harrington house, opposite the old Hawes church.

"A little west of the Harrington house was the home of Romanus Emerson after whom the street was named. Then there was the house of Job Souther.

"On Fourth Street, south side, between P and Q Streets, was the house of Adam Bent and then there was Mr. Phinney's on Q Street. Mr. Belzer occupied the third of this cluster of houses. Beside the Bent, Belzer and Phinney houses there was but one other east of K Street, that of Samuel Blake, corner of Broadway and P Street. About 1825 three or four houses were built south of the 'Old Road,' near L Street.



ST. AUGUSTINE'S CHAPEL AND CEMETERY IN 1828.

"There was a little fort, bounded by P and Q Streets, Second and Third Streets, known as 'The Battery.' It seems a pity that this should not have been preserved.

"The principal industries at that time were iron and glass work and ship building. There were four glass factories, two flint, one crown, and one bottle glass. Ship building was a leading industry. Wheelwright's, at the foot of Dorchester Street, was one of the largest. Capt. Noah Brooks was the superintendent. There were many fine ships built there, one of which, the Henry Lee, I saw launched about 1827 or 1828.

"Later on there was another shipyard west of Fourth Street, near the bridge, where William Stetson built many fine vessels, the largest

of which was the ship *Tarquin*, 500 tons. In later years there was the yard of the Briggs brothers, at the foot of F Street, where were built a large number of fine vessels, one of which, the *Southern Cross*, was a noted one in her day. Mr. Briggs afterward removed to K Street.

"The Dunhams, Josiah, Sr. and Jr., did a big business at rope making. Their establishment was a large one near C Street.

"In my early days I remember three school-houses, two primaries, one kept by Mrs. Cole, near the bridge, and later removed to Fourth, between B and C Streets. The other primary school was that kept by Mrs. Thayer, one of whose sons became a noted Universalist minister. The grammar school was the Hawes' school.

"Noted men of that time, besides those mentioned, were Jeremy Drake, who, I think, was connected with the Franklin bank, and Deacon Alvan Simonds, for many years cashier of the Mechanics National bank, when it was located in South Boston.



CUTTING DOWN LEEK HILL.

"Cotton & Hill's chain factory started business about 1830 and was located corner of Third and F Streets.

"In the old school days we used to enter the primary school and after going through there would be promoted to the fourth grade of the Hawes' grammar school. There were four classes in one room, and of these the first class was divided into two divisions. Entering the fourth class the pupil advanced to the third, then the second, then the second division of the first class, and finally to the first division, and then graduated.

"Children were not allowed to attend the Hawes' school until the age of seven, and boys were not admitted after fourteen and girls not after fifteen.

"Graduating from the Hawes' school next came the high school. Very fine, intelligent scholars were graduated from there.

"From the schoolroom in the old Hawes' school, in those days, we had an unobstructed view away out to Washington Village, no building intervening except St. Augustine's chapel, in the cemetery."

There were but two physicians in South Boston previous to 1830, which may be an indication that the health of the people was quite good. They were Dr. James Clark, who lived near the Heights, and Dr. Ebenezer Stevens, who kept an apothecary store on Fourth Street, near the Turnpike.

Of the carpenters, or housewrights, as they were then called, who did much in erecting the houses in South Boston, there were William Andrews, Luke Ashley, Daniel Bradford, George Carpenter, Ivory Churchill, Seth Cole, Francis Deluce, Lewis Fairbanks, Lewis Gardner, John Hanson, Joseph Harris, Henry Hayden, Royal Oliver, Stephen H. Pierce, Benjamin Pike, Jacob Pike, Levi Pike, William Robinson, William Ross, Ebenezer Sherman, Matthew Sprague and Daniel Tisdale.

John Deluce was the first undertaker in the district.

Josiah L. C. Amee, with the title of General, was a sailmaker, and a brother-in-law of Josiah Dunham. He was chief of police of the town at one time and lived on Broadway, opposite to what is now Station 6. Rev. John L. Blake, pastor of St. Matthew's church, lived on Broadway, was a member of the school committee in 1829, and published several school books. Joseph Holbrook was a master builder and did a big business. Seth Stowell was toll gatherer at the south bridge and his was a familiar face to people of South Boston.

CHAPTER XXI.

SOUTH BOSTON, 1830 TO 1850.

Rapid increase in population in the twenty years — Several streets extended — New survey of streets made. — Old Colony railroad incorporated and the first depot built in South Boston — Change of location granted for the depot and a railroad bridge built across the channel — Evan's bridge — Hawes' school established — South Boston Samaritan Society — Lyceum hall — Mt. Washington hotel — Line of coaches to the city — Hotel property becomes the Perkins Institution for the Blind — Early banks, some of which fail after brief existence — Pulaski Guards — Mattapan Literary Association — South Boston becomes a ward by itself — Agitation started for the removal of the city institutions — South Boston neglected by the city government occasions strong feeling among the inhabitants — Mass meeting held — Memorial to the city government setting forth the needs of the district — Improvements begun as a result of this memorial — Introduction of water — Streets levelled and paved.

SOUTH Boston's population increased rapidly between 1830 and 1850. Numbering about 2,200 in the former year there were 13,309 inhabitants at the beginning of the last half of the nineteenth century, equal to an increase of 505 per cent.

Shortly after the opening of the North Free Bridge, residents from the city flocked to South Boston in large numbers. These included business men, men of wealth, and those who wished to retire to private life, as well as large numbers of workingmen.

With the increase in the number of foundries and manufactories the employees desired to live nearer their work and accordingly removed to South Boston, making their homes near the Turnpike. From the South Bridge to C Street was the most thickly settled portion of the peninsula and here also were the stores in great variety.

In 1831, Second Street, which was but a short street from the Turnpike to B Street, was ordered extended to Dorchester Street by the Board of Aldermen. This required considerable work as the extension was only to be made by filling in the water and it was not until 1836 that the street was laid out and graded its entire length.

As the years passed on it became evident that the builders of houses were encroaching, more and more, upon the highways, as originally laid out. In 1837, accordingly, a committee was appointed by the city government to make a new survey to conform as near as possible to the original plan of Mr. Withington.

Stephen P. Fuller and Alexander Wadsworth were employed as the surveyors and completed their work in 1841. Their survey proved that the fears were well grounded and that encroachments had been made upon the public streets in almost every part of South Boston where buildings or fences had been put up. It was also found that the

original location of some of the streets had been materially changed, particularly in the distances between the streets crossing Broadway between A and F Streets, and in the northerly termination of First, Second, Third and Fifth Streets, and the easterly termination of A Street. In 1844 the city marshal notified nineteen individuals or corporations east of Dorchester Street and eighty-six west of Dorchester Street of such encroachments, and informed them that the city would claim full right to remove them from the premises whenever found necessary to do so, in order to complete the streets.



PLAN OF SOUTH BOSTON IN 1846.

About 1843 First Street was extended from between A and B Streets to E Street.

The South Bridge had for many years demonstrated its value and in 1849 the channel on the South Boston side, for about 200 feet was filled in and a few years afterward similar filling in was accomplished on the Boston side.

In 1844 the act of incorporation of the Old Colony Railroad provided that the road should terminate in South Boston. For a short time, thereafter, the depot was in South Boston, on the Turnpike, nearly back of what is now the house of Engine Company 15.

This, however, did not please the corporation, and in 1845, they petitioned for leave to construct a bridge across the water and to have a passenger depot on the Boston side. This met with considerable opposition. The people of Roxbury, fearing that a railroad bridge across the channel would interfere with navigation to their wharves, protested, as did also a few of the South Boston people who believed that the location of the depot in their district improved business.

But the petitioners won against the opposition and in 1845 the railroad was authorized to build the bridge and work was commenced at once on the structure. The length of the bridge was 290 feet, width of draw 32 feet, and of sufficient width for two tracks. The cost was \$14,000.

For many years after the building of the new depot in Boston, the old depot in South Boston was used only for freight.

From 1848 to 1856 there was a bridge at the western end of South Bay, crossing from South Boston, at the railroad crossing, over to the South End. It was known as Evan's Railroad Bridge, or Mt. Hope railroad. The city government desired to fill in many acres of flats at the South End, and the contract to supply the gravel was made with William



MRS. BURRILL'S YOUNG LADIES' SEMINARY.

Evans, who built the bridge. It was a pile structure, nearly a mile in length and had two draws for the passage of vessels.

The Mount Washington Female Institute was founded in May, 1835, by Mrs. Burrill, with a view of providing a place where young ladies might obtain a liberal education at a moderate rate. The number of pupils who attended the first term was 49. It was under the charge of Mrs. Burrill, aided by several female assistants.

The course of education pursued by the young ladies of the institute was extensive, comprehending all those attainments which were found necessary, useful, and ornamental in society.

The seminary and boarding house were situated on Mt. Washington, Broadway, between G Street and the Institution for the Blind.

The rapid increase in population, and the gradual spreading out of the houses, soon made it imperative to establish another public school. The Hawes School had very large classes.

In 1840, accordingly, a branch school was established, named the Mather School, and, under Mr. Jonathan Battles, Jr., and women assistants, occupied Franklin Hall until the new school building was built. This building was completed in 1842, at a cost of \$21,314.80 and was named in memory of the well known Mather family. The

school is still standing on Broadway, between B and C Streets, but the name recently has been changed to Parkman School.

The leading military organization in the district, for many years, was the Pulaski Guards. It was chartered in March, 1836, and the first captain was Col. J. L. C. Amee. The name of the company was later changed to "Mechanics Greys," but in 1841 resumed the old name.

In 1838 the Mt. Washington Hotel was built and opened by several wealthy men of the city, who thought they foresaw in South Boston the aristocratic section of the city, and thought there was good speculation in a hotel on a magnificent scale. Mr. John Ford was manager. The Warren Association, as this syndicate was called, commenced running a line of coaches from the Old State House to the hotel, charging twenty-five cents fare which was soon reduced to six cents. Previous to this Ephraim Dodge had a line of coaches to the city, the first run from the district. But when the Warren Association reduced the fare and placed on additional coaches, Mr. Dodge had to discontinue.

But the hotel did not pay, money was lost, and the building became the property of the Perkins Institution for the Blind, previously located on Pearl Street.

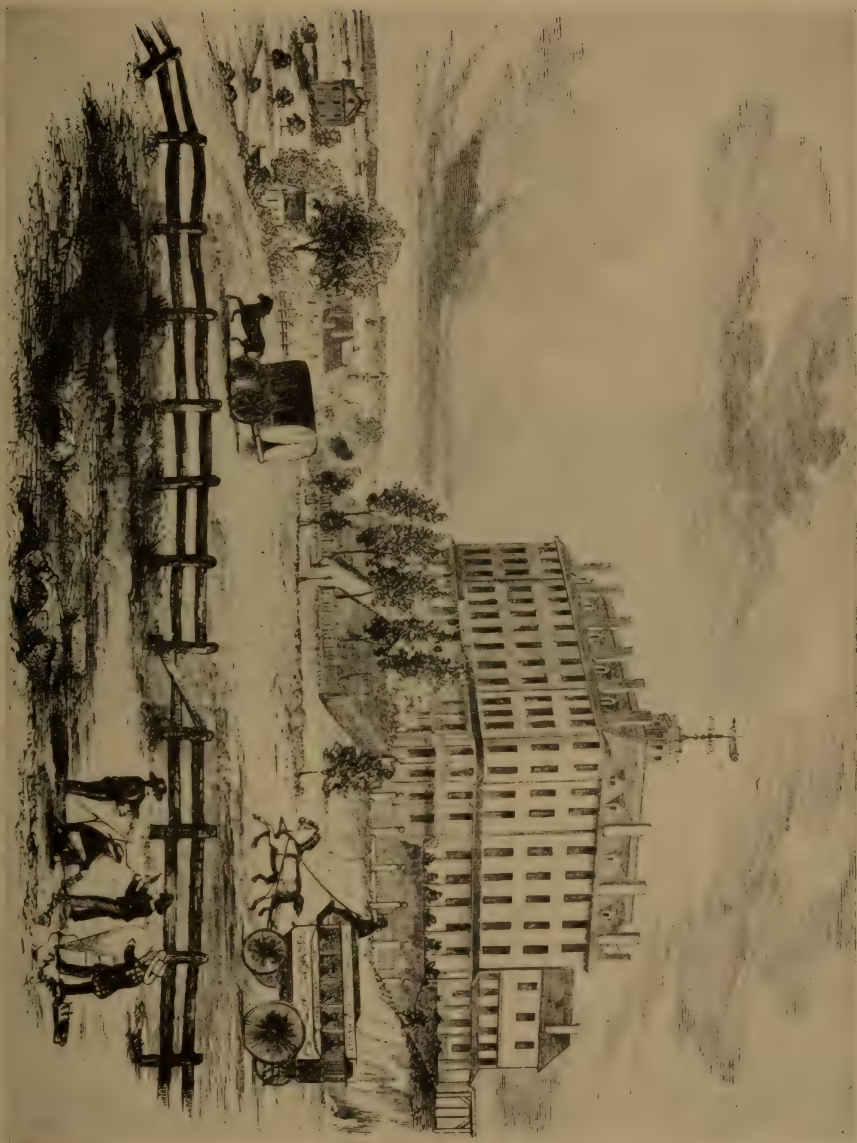
The line of coaches was sold to Samuel D. Blood in 1840, who added two more omnibuses and carried on the business until 1842 when it was sold to Jonas C. Gipson. Mr. Gipson soon associated with him Horace Hammond and they increased the business so that they soon had twenty coaches, employed forty men, and kept one hundred and five horses. Trips were made every five minutes from the office near I Street to Cornhill. It was called the White Line, owing to the color of the coaches, and the fare was fixed at six cents.

The Franklin and Lafayette Banks that had been in existence but a few years failed in 1837. The year before these failures the Mechanics Bank commenced business in a brick building at the corner of A and Fifth Streets, soon erected a building at the corner of Broadway and the Turnpike, and continued here for many years.

The Lafayette Bank was first at the corner of Fifth and A Streets, near the Turnpike. Soon it moved to the corner of Fourth Street and the Turnpike where it remained until it went out of business.

The two boards of the city government were the Board of Aldermen and the City Council, twelve of the former and forty-eight of the latter.

The first charitable organization on a large scale was the South Boston Samaritan Society, organized October 19, 1842, by several of the leading women of the district. They met in Brooks Hall and sought to relieve all the suffering poor of the district. Mrs. Samuel Hill was the first president and the membership varied from forty to fifty.

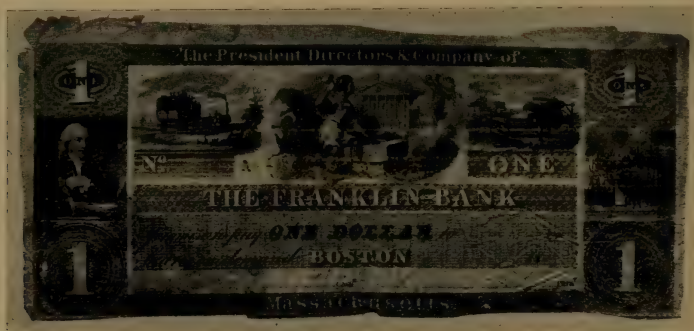


PERKINS INSTITUTION FOR THE BLIND. BROADWAY AND H STREET. (1850)

Another hall was added to those of South Boston. Lyceum Hall was built at the corner of E Street and Broadway in 1845, and one half of the street floor was occupied for many years, by W. H. Tilden, dry goods, and the other half was occupied by the South Boston Savings Bank.

The first efforts to organize a good association for young men, with literary as well as social objects, was consummated in 1848 by the establishment of the Mattapan Literary Association. The organization was perfected, May 23, and there were elected as officers, Daniel B. Curtis, president; George S. Dexter, vice-president; Benjamin Pope, secretary; and Stephen W. Goodhue, treasurer. The society flourished for many years and was productive of much good for the young men.

In 1838 South Boston became a ward by itself. It had previously been a part of Ward 12, the other portion being in the South End. In 1838 all of South Boston became Ward 12. It then had 712 voters.



BANK NOTE OF FRANKLIN BANK

From the very establishment of the city institutions and the location of the same in South Boston, the residents regretted that they were there. The erection of the House of Correction, the Lunatic Asylum, House of Reformation, and House of Industry, followed one close upon the other.

Soon, however, when the city had purchased Deer island, the South Boston citizens succeeded in having the House of Industry removed thence.

During this important period in the history of South Boston, the people of the district felt, as those in after years and even at the present time, that they were not being treated fairly by the city government. The population was rapidly increasing, South Boston's proportion of the tax levy was growing larger, and throughout it all numerous complaints were made of the condition of the streets, and lack of public parks.

In 1847 a public meeting was called and held in one of the halls of the district. The needs of the district were considered and thoroughly discussed, the neglect of the city government to properly attend to the necessities of South Boston was referred to, and it was finally decided to memorialize the city government. A committee of representative and influential citizens was appointed to draw up the memorial and were instructed to emphasize the many needs of the district and the importance of that section to the city of Boston.

The committee held several meetings and finally completed its work. The document was a ponderous affair, and when presented to the city council that body ordered that 750 copies be printed.

The following was the memorial :

SOUTH BOSTON MEMORIAL IN 1847.

To his Honor the Mayor, the Aldermen, and the Common Council of the City of Boston :

The undersigned, members of a committee appointed by a public meeting of the inhabitants of ward 12, ask leave to respectfully represent :

That the peninsula, formerly called Dorchester Neck, and now called South Boston, contains a population of 12,000 which is rapidly increasing in numbers and in wealth, and which, judging the future by the past, will reach 30,000 in ten years, and 100,000 in twenty-five years :

That it has eight churches, two grammar and seventeen primary schools, besides private seminaries ; a lyceum, bank and insurance office, also wharves, shipyards, factories, foundries, &c :

That it has real and personal property valued at \$6,000,000 upon which was paid the last year a tax of \$31,000, and which is estimated at \$40,000 for the current year :

That it has a superficial area as great as was that of the old town of Boston :

That it has not only the capacity, but the actual material necessary for a separate and independent municipal existence :

That it has no natural connection with, much less any necessary dependence upon, the city of Boston, being separated from it by a deep and navigable channel :

That its municipal union with the city is merely arbitrary and political, for the continuance of which there can be no good reason except reciprocity of advantages :

That heretofore most of the advantages of the union have been reaped by the city of Boston proper, while the disadvantages have fallen to South Boston :

That it has paid a considerable portion of the city taxes, such as those for widening, paving and lighting the streets, without anything like an adequate return of benefits from the city expenditures :

That it seems to have been considered, as foreign possessions are too frequently considered, a convenient appendage from which the central government might derive profit in various ways :

That it has sometimes been treated as the Botany Bay of the city, into

which could be thrust those establishments which the city fathers would consider nuisances in the neighborhood of their own private dwellings, such as almshouse, prisons and small pox hospitals:

That several measures of great public importance are now and long have been called for, which the city government will not allow the inhabitants of South Boston to adopt, and which it neglects to adopt itself, such as opening streets and establishing official "levels" for buildings:

That justice to the present and to the future inhabitants of this beautiful peninsula, demands that there should be a change either in its municipal relation with the city of Boston proper, or in the policy which has hitherto characterized that relation.

In support of which representations, we would respectfully ask your attention to the facts and considerations set forth in the following

MEMORIAL.

This peninsula, equal in size and beauty to its more fortunate rival, Trimount, was the ancient Mattapan of the Indians, and was regarded with peculiar favor by those simple children of the forest who looked for natural beauty and sweet springs and sunny slopes, rather than facilities for fortifications and advantages for commerce.

Boston soon began to covet this fair pasturage, and a contest arose, and the weaker went to the wall, and Boston treated the sons of Dorchester as their fathers had treated the Indians, and Dorchester Neck became South Boston. May that name be lasting, and may it never be that even handed justice shall call upon our children to bestow another and more appropriate one.

* * * * *

It was not until 1826 that leave was obtained to build the new free bridge, by which they could get more directly to the centre of the town, nor would it have been obtained even then, if the interests of many of the towns lying along the south shore had not called for it.

The bridge was built in 1828 by the owners of the land in South Boston and by residents there, and by them *presented* to the city.

The opening of this communication showed at once all the natural advantages and facilities of the western part of this peninsula, for in a few years it was covered with houses, stores and factories, and the population increased six-fold in a short time. Equally apparent were the good effects upon other parts of the city property, adjacent to the point of junction. The nuisances of Sea Street disappeared, and upon the marsh of the South Cove sprang up, as by magic, streets and houses.

But during the twenty-five years in which the energies of South Boston had been cramped, and her growth stunted, what efforts had to be used, what obstacles to be encountered, what defeats sustained, before a measure so consistent with sound policy and plain justice could be carried. If any one should now question whether the best interests of the whole city, as well as of South Boston, had been promoted by this measure, he would be considered as insane. Nevertheless at this moment another avenue to the city, farther east than the old ones, begins to be called for by the same sound policy and even justice which called for them; but in order to obtain it, the same battles are to be fought, the same defeats sustained, and the

same delays encountered, before there will be what there must finally be—a complete union between the two peninsulas and a disappearance of the intervening flats.

During the period of twenty-five years which elapsed between the opening of the old and the new avenue, the population of this peninsula went on slowly increasing rather in spite of its municipal connection with the distant town than in consequence of it. Indeed the inhabitants had little to remind them of their dependence upon Boston except the inconvenience arising from the want of local authorities to regulate their local affairs, and the annual visit of the town officers, in the shape of assessors of taxes.

While they were paying their full proportion of taxes for widening and paving, and lighting and watching the streets of the city proper, their own streets were not only uncared for, but they were not even accepted by the city. At some seasons they were almost impassable on account of the mud, and they were lighted only by the moon and stars at night. Most of what was done for them was by voluntary contributions among the inhabitants, who in one season paid about \$1,500 for this purpose, in addition to paying their proportion for keeping the streets of the city in such a pleasing contrast with their own.

* * * * *

But it was not alone in respect to streets, that the inequality of taxation was felt by the inhabitants of South Boston; they paid their share for the expense of common sewers, for removing offal from houses, for the police, for the night watch, etc., of the city, without any direct benefit therefrom for themselves. It is estimated that about the period to which we have alluded, viz. 1830, the city was really indebted to South Boston in the sum of \$100,000 for taxes paid by her, and for which the city has made no return.

We might cite other cases of impartiality and injustice toward us. But we are not inclined to dwell upon this unpleasant part of the history of our union, and pass to the period succeeding the opening of the new bridge, during which the policy of the city has been less illiberal, though still far from impartial towards South Boston.

At the beginning of that period the population of South Boston amounted to about 2,500; in a few years it had doubled; in 1840 it reached 6,176; in 1845 it was 10,020, having increased sixty-two per cent. in five years; and at this moment it is doubtless over 12,000. Nor is this population such as is generally found on the outskirts of a large city. It is not the scum thrown out from the purer material. The peninsula, being separated entirely from the city proper by water, and not having as yet any avenue of access from its centre to the busy marts of commerce, was not sought by those men alone who lived from hand to mouth, and wanted only a temporary lodging place, but also by a class of intelligent and respectable persons of narrow means, but independent spirits, who wished to dwell in their own houses, and have elbow room about them, and pure air to breathe, and a wide prospect to enjoy. There are at this time over 1300 dwelling houses in South Boston, and a very large proportion of them are owned by their occupants, a larger proportion, probably, than can be found in any other ward of the city. With the exception of the part nearest the bridge, South Boston, indeed, looks like a thickly settled town in the interior of New England.

In the whole of the population there is not a single colored family, and not so many foreigners as in several other wards of the city. The foreigners who reside here, are, for the most part, of that better class who live not in cellars, or congregate closely together in order to keep each other warm.

Many of our inhabitants have not only their homes, but their business upon the peninsula. The amount of capital actually invested in manufacturing establishments alone, is estimated at nearly \$1,500,000, which produces annually the following amount of goods:

Iron castings	\$600,000
Machinery	375,000
Chain cables	90,000
Glassware	100,000
Chemicals and drugs	250,000

These employ nearly 1,000 workmen. Then there is shipbuilding and other important branches of industry carried on here.

The official valuation of property for taxation in South Boston was:

In 1845, on Real Estate . . .	\$3,249,800	
“ “ “ Personal Estate . . .	557,200	Total, \$3,807,000
“ 1846, “ Real Estate . . .	4,127,100	
“ “ “ Personal estate . . .	629,100	Total, \$4,756,200

and the valuation for the current year is estimated by competent persons at above \$5,600,000.

However, the mere material prosperity of a place is no test of its real worth, and we would lay most stress upon what we really believe to be true, that South Boston has been sought as a residence by a very respectable class of persons, rather in spite of the policy which the city government has pursued with regard to the place, than in consequence of it.

* * * * *

We have dwelt upon the illiberality and unfairness of the policy of the city of Boston toward South Boston, and we have pointed out some instances of it. We have said what we firmly believe, that if the policy of the past is to be the policy of the future, it will be better for the inhabitants of this peninsula to administer their own municipal government, since they best understand their own wishes and interests. But we have said all these things more in sorrow than in anger. We yield to none of our fellow citizens in civic patriotism, we are proud of the name of Bostonians, we desire ever to deserve and to bear it, and we hope and trust that the reasonable requests that we make may be granted. These are:

First. That our streets may be graded, and their levels be officially given at once, so that if a man builds a house, and it be afterward undermined, or buried up by public authority, he may claim damages, as do those whose land is taken to widen streets in the city proper:

Second. That our principal streets be paved or macadamized so that they may be in decent condition for travel at all seasons, and that measures be taken to remedy the deplorable condition of the sidewalks in front of the lands of non-residents:

Third. That there shall be expended annually in South Boston for paving and lighting streets, for day and night police, for schools, and other

things of public interest, a sum equal in proportion to the taxes paid by South Boston into the city treasury for such purposes.

Fourth. That pure water be introduced into our streets at the same time and in the same manner as it is to be into the city proper.

These things we think we have a right to ask as mere matters of common justice, and there are others which we would ask for considerations of public utility, convenience, ornament and health.

We might urge even the motive of pecuniary gain, for, certainly if the city means to maintain jurisdiction over this peninsula, it should try to render it an eligible residence for hundreds of the valuable citizens who are every year removing their families to neighboring towns. It should strive to hasten the time when it shall be fully settled, and to have for settlers substantial tax-paying citizens. Among the measures which will promote all these objects, and which we earnestly desire to see adopted without delay, are:

First. That one or more public squares be laid out, and properly ornamented.

Second. That the streets be opened through the large tract of land now shut up by the city.

We will not waste time in urging the utility of public squares. The history of every populous city that has provided them, or neglected to do so, shows this so plainly that every schoolboy knows it. Now is the time to do it in South Boston, or never. The land can be had very cheap, perhaps it can be had for less than its present market value, because by laying out squares, the city would increase the value of the lots surrounding them. We are certain that if South Boston had an independent municipal government, one of the first things would be to provide public squares, and to ornament them with trees.

It would be most agreeable to the inhabitants of South Boston, and we are sure it would eventually be a subject of pride and pleasure to every citizen, to have one of the hills so well known as Dorchester Heights, made use of as one of the reservoirs for the water which is to be brought into the city. The water would not rise quite so high as the top of the western hill, but a circular reservoir might be constructed around the summit, which would stand in its centre, a beautiful islet, and which might be reached by light bridges on the four sides. This islet would furnish a most delightful walk, from which could be enjoyed an extensive prospect of almost matchless beauty — a complete panorama embracing a great variety of natural scenery. If the reservoir was encircled by a carriage drive, with footpaths on the outside, and the whole hill tastefully ornamented with trees, it would form such a combination of natural and artificial beauty as few cities in the world can boast.

It is highly desirable, also, that a square should be reserved in the eastern part of the peninsula. We would suggest that a site for a grammar school, which will certainly be needed in a few years, should be now selected and secured while land is cheap. We would wish to see one of such dimensions as to give, what every schoolhouse should have, but not one in Boston possesses, a large playground surrounding the building. This would secure for it a free circulation of air, would protect it from the noise and bustle of the streets, and would afford to the pupils a place for exercise and recrea-

tion, while it would be an ornament and advantage to the whole neighborhood.

We shall say little about opening the streets through the land which the city now keeps enclosed, because it is a case which speaks for itself.

Even if the institutions are to remain always where they are there is no necessity for the streets being stopped. There is no reason for holding sixty acres of land as a garden for paupers, when one acre of it would sell for enough to buy a whole farm in one of the neighboring towns.

The city would not allow a private individual to hold a single acre of land, and thereby interrupt even a small street, when the public good called for its being opened, and surely it should not itself hold sixty acres and block up six large streets, without a strong and obvious necessity for so doing.

Finally, we would respectfully and earnestly ask the city authorities who possess the power of exercising such an immense influence upon the future condition of this peninsula, to consider that the time is at hand when its now open fields will be covered with houses—that the generation is born that will make it a populous town—and to take such measures for promoting the prosperity, salubrity and beauty of the place as in their wisdom they may find most expedient. CRANSTON HOWE, S. G. HOWE, LARRA CRANE, D. NICKERSON, H. MONTGOMERY, SAMUEL S. PERKINS, C. J. F. ALLEN, ISAAC ADAMS, SETH ADAMS, JOSEPH SMITH.

Immediately after the memorial was presented to the City Council, that body took very favorable action. In 1848 \$1,500 was appropriated for a sewer in Dorchester and Second Streets, and the following year \$1,400 was expended for a sewer, in Broadway and Fourth Street.

Within ten years great improvements have been made, in streets, sewers, parks and otherwise. The southerly fort, on what was called Dorchester Heights, was purchased by the city for \$112,000 and laid out for the use of the public forever.

Before 1850, as a result of the memorial, Turnpike Street had been paved from Fourth Street to the North Free Bridge; Fourth Street was paved from B to C Streets and later was paved the remainder of the way from Turnpike to Dorchester Streets. Work was begun on Broadway, in 1850, and paved from B to D Streets and the year following from E to Dorchester Streets, in 1852 from D to E Streets and also from Turnpike to B Streets and in 1853 from Dorchester to K Streets.

In 1849 Fourth Street was widened from Dorchester to G Streets at an expense, for land damages, of \$4,089.20.

Plans were made for a new school, above Dorchester Street, and the Lincoln School was established in 1859.

Until 1849 the water used in South Boston was taken from wells and other similar sources. In 1849 water began to be taken from the Cochituate works. The water was brought across the south bridge in an iron pipe, laid on a foundation of earth supported at the sides by

piles and planks, as far as the harbor line. Under the water it was supported in a wooden box resting on piles, until it reached the channel, when it was carried in an inverted syphon, twenty inches in diameter, with perpendicular ends, and embedded in the hard bottom of the channel. From the channel it was conducted to the reservoir on Dorchester Heights hill, and then distributed to all parts of the district.

The reservoir was on the east side of Thomas park. The walls were of puddled embankment, lined inside with granite rubble, and the bottom paved with paving stones. It resembled in shape a segment of an ellipse, measuring, at its widest part, 370 feet and 260 feet at the narrowest. It had a capacity of 7,508,246 gallons. The top of the dam was about 125.86 feet above tide marsh level and the bottom of the reservoir, 105.35 feet.

On the introduction of water, through this reservoir, Nov. 20, 1849, there was a public demonstration. Thousands gathered upon the hills, where a salute was fired by the Washington Guards, singing by the school children, and an address by Mayor Bigelow.

When the water made its first appearance there was one continuous shout of joy from the thousands who witnessed it, the cannon boomed and there was tremendous excitement.

The portion of the hill not occupied by the reservoir, was shortly afterward levelled and made into a park, called Thomas park after Gen. Thomas of Revolutionary fame.

It was soon beautified with grass plots, gravel walks, shade trees and enclosed with an iron fence. It has since been one of Boston's most delightful parks and commands a view that cannot be excelled in the entire country. The recent erection of a monument thereon has added to the enjoyment of the place and it is hoped has made secure from destruction this greatest of all Boston's historic landmarks.

CHAPTER XXII.

REMINISCENCES, 1830 TO 1850.

Great activity after War of 1812 — Rapid growth — The Battery — First Catholic undertaker — City Institutions — Burning of SS. Peter and Paul's church — Recollections of Edward A. Perkins — William Cain's recollections of 1830 to 1850 — Other facts concerning that period — Business men of 1850 — Residences on Broadway — Gerish's brick yard — City Point hotel — Popular festivities — Reflections of James Burns — Benjamin B. Whittemore on "South Boston in 1840."

ACTIVE, indeed, were the residents of South Boston, particularly during the fifty years immediately following the war of 1812. All were interested in the new district, the opportunities for improvement were many, and these opportunities were evident to every one. The territory was large, yet compact, nearly surrounded by water, thus affording excellent advantages for boating and fishing, and its proximity to the city and the two bridges affording routes to reach either section of Boston, made it an ideal residential community.

The district grew rapidly, the population increased, dwelling houses and stores and business blocks were built, manufactories and foundries did a flourishing business, and South Boston could not wish for greater prosperity. All was contentment, there was a great future for South Boston, and each one, in some way or other, strove to make the district still more prosperous.

Able bodied men, in fact, all men until they were forty-five years of age, participated in military drills. Business was the first look-out, then the trainings, domestic happiness was not forgotten, and the social life was all that the people could wish for. Although the dancing parties, picnics and such like pleasures were not as numerous as they were a half a century later, yet the socials, spelling-bees, church entertainments and society meetings were sufficient to provide recreation and diversion for the young people.

There was but little of the "summer vacation" at that time; excursions in the harbor now and then and occasional trips into the country were all there was in the way of change of scene, and yet there was no grumbling. Work they enjoyed, and only the wealthy and middle class indulged in the "two weeks" or more cessation from the daily routine.

The military drills and trainings were generally held at the Point, between Sixth and Seventh Streets, where also was the "proving ground" for the cannon made by Alger and the other founders. These proving grounds were later on G Street, and within the past few years

workmen in digging for foundations found several shot that were probably used on these occasions.

The Battery at the extreme Point was a place visited by hundreds of people, just as the Marine Park in later years, where the cool sea breezes could be enjoyed. The Battery was located between First and Third Streets and from P to Q Streets.

The neighborhood of Turnpike Street, Broadway, C and Fourth Streets, was still the most thickly settled, and there was much business carried on. There were many dwellings west of Dorchester Street, but east of that street there were not so many. At the extreme Point, until 1840, there were but five dwellings, the Blake house, Bent house and Belzer house, already mentioned, and also the Phinney house, and between O and P Streets lived Thomas Murray, a well known resident of the district, the first Catholic undertaker in South Boston, and who also enjoyed the distinction of having kept the first Catholic book store in Boston, that on Cornhill.

Thomas Murray was born in Ireland in 1774, and arrived in Boston in 1810. He became a citizen of the United States in 1814 and three years later was enrolled as a funeral director in the city and continued the business until his death. When St. Augustine's cemetery was established in 1819, he was placed in charge, was sexton of St. Augustine's Chapel, and in 1834 moved to South Boston. The house on Fourth Street, where he lived, was on land that had been purchased by Rev. Francis A. Matignon. It was intended to erect a Catholic church there, but, as the Catholic population did not warrant such a step, the idea was given up. The land was purchased August 14, 1810, from James Blake and was on the edge of the Blake estate, directly adjoining the property of Jeremiah Gore.

In 1834, when the property was purchased by Mr. Murray, he erected the house which is still standing.

The beloved Bishop Cheverus was a particular friend of Mr. Murray, and frequently visited his home. In the house on Fourth Street, where now live the descendants of Mr. Murray, may be seen the



MURRAY HOUSE. 1834

North side Fourth Street, between O and P

bishop's favorite chair, his walking cane, and also a cane that belonged to Rev. Father Matignon, a crib, a representation of the Nativity that was purchased by Bishop Cheverus when he was visiting France, and many other treasures are preserved there.

The family of Thomas S. Murray, who was the son of Thomas Murray, now lives in the Murray homestead and highly prize the old home and its precious contents. An old circular that has remained in the house, probably since it was published in 1829 by Mayor Otis, shows the peculiarity of some of the city ordinances of that time. It is a small piece of paper that was generally posted throughout the city and



HOUSE OF REFORMATION AND HOUSE OF CORRECTION IN 1840.



HOUSE OF INDUSTRY. Now used for storage purposes.

reads as follows: "Any person smoking cigars in the streets is liable to a penalty of two dollars. These regulations will be rigidly enforced. Boston, October 15, 1829. Signed, H. G. Otis, *Mayor*."

Writing home to a friend in Ireland, in 1838, a South Boston girl thus referred to the Hawes' school: "The Hawes' school now is No. 1. It is above all the city schools. They have privileges granted to them which no other school has, that is learning to sing — a singing master by the name of Mr. Lowell Mason, who keeps the juvenile singing school in Boston. We have two piano-fortes to the school and we all have singing books."

The City Lands having been set off, and a high stockade fence built around it, the House of Correction was built and occupied for the first time, July 1, 1833. The House of Reformation, near the House of Correction, was occupied in January, 1837, although a smaller building was previously used. The House of Industry, the third of the city's buildings, completed the group near the shore. A few years afterward the House for Juvenile Offenders was built on the lands at a point where now is East Broadway and about between M and N Streets.

In the summer of 1834 a Methodist Episcopal church was established in South Boston. The society was organized through the efforts of Rev. Abel Stevens, who was pastor of the Methodist congregation on Church Street. At first meetings were held in a private room, but the attendance increased so as to make it necessary to secure larger quarters. Harding's hall was occupied by the Society, October 31, 1834, and in May, 1836, they moved to Franklin Hall. Here the meetings were held until 1840.

A house of worship, corner of D Street and Silver Street, was consecrated for divine service June 17, 1840. The seating capacity was 550, but this being inadequate, the chapel was enlarged in 1851 and the basement raised six feet.

Meetings were held in this chapel but a few years, the number of members slowly decreasing. The building is now known as Clan-na-Gael hall.



FOURTH UNIVERSALIST CHURCH. (1830.)
Broadway and B Street.

The Fourth Universalist Society was gathered together in April, 1830, by Rev. Benjamin Whittemore, and he was installed pastor of the first house of worship for that Society, located corner of Broadway and B Street, April 10, 1833. Rev. Thomas D. Cook was installed as pastor in 1844. This Society was organized May 30, 1831, and incorporated April 19, 1837.

The Payson church was organized in July, 1845. The meeting-place was Broadway hall, corner Broadway and B Street. Rev. Joy H. Fairchild was pastor during its twelve years' existence.

The Free-Will Baptist Church was formed by several members of the South Baptist church. These members were favorable to the choice of Rev. Mr. Jackson as pastor of the South Baptist church in

1838. The pew-holders rejected him and thus occasioned the secession. Meetings were first held in Harding's hall, but soon a meeting-house was erected, corner of C and Fourth Streets, and was familiarly known as the "White Pines."

In a few months Mr. Jackson gave up his Calvinistic Baptist principles, and became a Universalist.

A portion of the church members then returned to the South Baptist congregation, while the remainder formed the first Free-Will Baptist church in South Boston.

Rev. S. Robbins, of Charlestown, organized the new church, and Rev. R. W. Reed was settled as pastor.

Services were held in the chapel, corner of C and Fourth Streets, for a while. The Society became reduced in numbers, and was extinct before 1850.

One of the most unfortunate events, during the period of 1830 to 1850, was the burning of the SS. Peter and Paul's Catholic church on Broadway. The second Catholic church established in the district, for the convenience of the many Catholics who lived between the Turnpike Street and C Street, it was a large and handsome building. In the month of September, 1848, in the evening, fire was seen in the belfry of the church, and soon the entire building was in flames. The fire department of the city at the time was at a fire on Marsh's wharf, on Federal Street near Kneeland Street.

As soon as possible engines arrived in South Boston. They reached the church fire about midnight. While the firemen were working on the Marsh's wharf fire they could see the flames in the steeple of the SS. Peter and Paul's church.

Edward A. Perkins, now one of South Boston's most respected citizens, was a member of Mazeppa 17, formerly Mazeppa 1, and was on duty at Marsh's wharf fire, and hastened, with his company, to the fire in South Boston. He remembers distinctly the scenes of that eventful night, and thus recalls the memorable fire fight:

"Bangor 6 and Roxbury 7 were at the corner of Turnpike Street and Broadway, about where is now the transfer station;



SS. PETER AND PAUL'S CHURCH, BROADWAY.
Destroyed by fire, September, 1848.

Suffolk 1 was on A Street, between Broadway and Silver Street; Mazeppa 17 was on A Street, between Broadway and Athens Street, and Perkins 16 was on Broadway, near A Street.

"The fire raged all night, notwithstanding the efforts made to prevent the entire destruction of the building, and in the morning there was not a stick of timber to be seen.

"Good old Father Fitzsimmons appreciated the work of the firemen and passed around refreshments.

"It was unfortunate that there was a fire in the city at the time. If Perkins 16, with headquarters not far from the church, had been in the house, a stream would quickly have been on the fire and the edifice would probably have been saved. Spontaneous combustion was generally accepted as the cause of the fire, which was the worst South Boston had had up to that time."

Mr. William Cains has distinct recollections of South Boston as it was previous to 1850.

"As I have said before, about South Boston," said Mr. Cains, "there was a great industrial activity between the War of 1812 and the Civil War and no section of the entire country could compete with us in the variety and amount of our products.

"As a consequence of this, also, the people removed to here in large numbers. In those days they came principally from neighboring states, from the Provinces, and there were many Germans, all good citizens and devoted to their district.

"The prominent men of South Boston before 1850? Well, it would be difficult to enumerate them all, but one can never forget the Algers, Cyrus, Francis and Howard, nor the Dunhams, Josiah and his son Josiah. There was Adam Bent at the extreme Point—lived in a house on Fourth Street that is now standing; and then there were the Blakes at the Point. John Souther was one of our most highly esteemed and respected citizens,—public spirited, kind, and loved by his employees. There was the family of William Wright and another of James Wright. Dr. Stebbins was well known and to this day one hears of old Romanus Emerson who lived on Emerson Street. Col. Amy is well remembered by the people who lived at that time and are now living, as also the Whittemores, the Kenneys, Dr. Fogg, the Clinchs, James Keating who occupied a prominent position in the Pulaski Guards, Jeffrey Pierce, Col. Amasa Smith of the militia, who was a brother-in-law of Josiah Dunham, Alexander Pope, Squire Woodward, Hall J. How, who lived where the Carney Hospital is now, and who was a prominent merchant and connected with the bank, and the old cashier, Alvin Simonds. Simonds also kept a dry goods store on the Turnpike, near Fourth Street, next to 'Pa' Holmes.

"Where there is now a restaurant at the corner of Broadway and Dorchester Street lived a man named Rice, well known. He died

there about 1837. The same house is there now, only it is raised a story higher and stores built underneath.

"Jeremy Drake lived next to the Orthodox church which was at the corner of A Street, and the building is still standing. Next to his residence was a double house occupied by Eben Jackson and Mr. Porter. Opposite to Mr. Drakes, where there is now a hotel, was the house of Mr. Collins. These were the only houses between A and B Streets on Broadway.



CAPT. NICKERSON'S RESIDENCE.
Broadway, near F Street.

which lived Col. Vincent, and Gen. Amy in the other part. Col. Vincent had been an officer in the battle of Plattsburg in 1812, later was employed in the custom house, and was an influential man in South Boston. He was head of the militia in South Boston and drilled the recruits who had to train between the ages of 18 and 45.

"Opposite to Col. Vincent's, and where Station 6 is now, was the brick-making establishment of Thomas Gerrish, and it extended nearly to C Street.

"Side of Gen. Amy's house was vacant land and then three houses extending to C Street, occupied by a Harris family, Capt. Cowden and Col. Smith. Harris lived on the corner, about 1830, but a few years later the building was used for the first Baptist meeting-house. In the basement of the old

"Corner of B Street and Broadway, where there is now a furniture store, was the Universalist church, and next to it a double house owned and occupied by Joseph Haines and Solon Jenkins. Still further beyond was a double house in one part of



OSBORN HOUSE, Broadway and G Street.

Baptist church N. P. Mann kept a grocery store. He was also a large wholesale fish dealer in Boston.

"Gerrish's house was on the corner of C Street, but later a portion of a church was brought from the city to that corner, and the Baptists occupied it as their second church. The building is still there.

"Haskell's block was at the corner of D Street and Broadway, afterwards purchased by Mr. Brennan. At one time there was a school in the basement. What is now the first floor of that block was then the second floor. The street has been filled in.

"Harris' block was at the corner of E Street and Broadway, opposite and on the same side with the Glynn building. Next to where the Monks building is now was a large brick block in which lived Rev. Mr. Blake, the Episcopal minister.

"Capt. Fred Nickerson's house was on Broadway, near F Street, and that was removed only a few years ago to make way for the Bethesda building. It was built about 1833 or 1834. He was a sea captain and a prominent man. His house was one of the finest over here.

"The John Osborn house, corner of G Street and Broadway, was built by Theophilus Stover, about 1839. Henry Souther lived in one portion of it and afterward Mr. Osborn.

"The Spinney house, corner of Eighth and K



SPINNEY RESIDENCE, K Street.



DR. HOWE RESIDENCE, Near Bird Lane.

Streets, was built in the 50's.

"Dr. Samuel Howes' house stood between the Twin Hills. To reach it one had to go up G Street and then turn into Bird Lane. It

was built by Macajah Pope, who had a large farm back of these hills.

"The old house which stood at the corner of F Street and Broadway until recently, demolished to make way for the large furniture store, was one of the oldest in the district. It was an old landmark, built by Mr. Kent and afterward occupied by Mr. Thompson.



THOMPSON HOUSE, F STREET AND BROADWAY
Erected 1840. Demolished 1900.

"In 1840 there was about twenty-five houses on each side of West Broadway. There were a great many on Fourth Street, from the Turnpike Street to Dorchester Street, mostly on the western side.

"John Storey carried on a glass-cutting business corner Bolton and B Streets, and owned many houses in that vicinity.

"In those days there were no meat or provision stores as there are now.

Everybody bought such goods at the Boylston or Faneuil Hall markets, and then provision dealers called around at the houses once or



RECEPTION AT THE SOUTH BOSTON HOTEL.

twice a week. Meats were a great deal cheaper then than they are now. Poultry was very cheap and dairy produce also.

"The people had their little socials, sometimes receptions, and whist parties were quite popular. There were many very nice dancing

parties in the South Boston hotel that were attended by the leading people of South Boston. It was the largest hall in the district. In winter sleighing parties were quite popular. The neighbors would club together, get any kind of a sleigh, and, piling in any way, would drive out on the Dedham turnpike. In summer there were driving parties to the Cherry tavern, in Canton, and others went to Taft's, in Dedham.

"Alpheus Stetson and his son Alpheus M. Stetson, were among South Boston's most respected citizens, and were engaged in the coal and lumber business."



CITY POINT HOTEL. (1833.)
East Fourth, near P Street. Razed 1897.

In 1850, with its more than 13,000 people, South Boston had become an important section. Almost every kind of a store could be found, the citizens were of the go-ahead stamp, and all desired to participate in the advancement of their community.

The district could boast of six flourishing hotels, more than it contained fifty years later. There was the South Boston hotel on Fourth Street, near the Turnpike, first kept by Gen. Davis, then by Col. Amee, and in 1850 by E. Buckham. It was probably the leading hotel in the district, well finished and handsomely furnished, and the scene of many a festive occasion.

On the Turnpike was the Railroad house, kept by Thomas

Leavitt. A portion of the building is still standing, near Broadway. Almost opposite, at the corner of Fourth Street, was the Twelfth Ward hotel, "Pa" Holmes' place, and this was a famous resort, particularly for the workingmen.

Then there was the Fire Department hotel kept by T. Hutchinson, father-in-law of young Alger, and at the Point the City Point hotel, first kept by Tafts and afterward by H. Walker. This was near P Street and had been removed from the city, corner of West and Tremont Streets, where it was known as the Washington Gardens. It was taken down in sections by Mr. Taft, father of the famous hotel keeper of Point Shirley. It was removed to City Point about 1833, and was a famous resort for many years.

The Golden Queen was on First Street, near K Street.

Nine physicians looked after the health of the people, and were more or less prominent. Dr. C. B. O'Donnell was probably best known, and was a fine old gentleman. His office was corner of B and Fourth Streets, and at one time he lived at 16 Broadway. He was an excellent physician and surgeon.

Dr. W. T. Parker lived on East Broadway, near G Street, where is now the residence of Dr. Ruddick. He built that house. Previous to coming to South Boston he was a surgeon in the British army.

Dr. Ebenezer Stevens and Dr. John A. Stevens were at 103 Broadway, near B Street. Dr. D. McGowan was a druggist and physician, and was the first to establish such a business at the corner of Broadway and the Turnpike, where there has since been a drug store.

Dr. A. Alexander, father of George Alexander, now at the corner of Broadway and Dorchester Street, was high up in his profession and had an office at 146 Broadway.

Dr. J. S. Calef was at the corner of Broadway and C Street, Dr. A. Southard at 130 Fourth Street and Dr. J. H. York at 206 Broadway. All the above were members of the Suffolk medical society.

Of the carpenters and builders who erected many of the houses of these days, some of which are now standing, there were William Andrews at 68 Fourth Street, N. H. Tilden corner of D and Sixth Streets, Benjamin James corner of Broadway and Dorchester Street, J. Emerson on the Old Road, William P. Houston, Broadway near B Street, H. A. Kent corner of D and Sixth Streets, James Smith and M. Sprague on Second Street, Joseph Tobey on Second Street near E Street, M. Ventress on Third near Dorchester Street and D. A. Weeks on Broadway near Dorchester Street.

Apothecaries, boot and shoe dealers, coal and wood dealers, dry goods establishments, furniture dealers, tailors and blacksmiths were in sufficient numbers to accomodate the residents of the district.

Of apothecaries there were seven. J. W. F. Wilson was at the corner of Broadway and Dorchester Street until 1900. Charles Mead

was the first at the corner of Turnpike and Fourth Streets and in the same location, in after years, were leading druggists of the district.

Dr. McGowan kept his store at the corner of the Turnpike and Broadway, and the Deering Brothers were at 153 Broadway. S. W. Goodhue was corner of Broadway and E Street, Edward S. Hickson corner of Fourth and C Streets. Thomas Blasland and Radford had a large establishment at the corner of Broadway and D Streets.

Retail boot and shoe dealers numbered ten. Archibald Ellms was the first to start the business in the district. He was at 94 Turnpike Street, between Fourth Street and Broadway, and was also a maker of boots and shoes. G. Emerson & Son also made boots and shoes at 189 Broadway.

Then there was Joseph Baker corner of Broadway and B Street, Timothy Goodwin corner Dorchester Street and Broadway, Isaac Groves on the opposite corner of Broadway and Dorchester Street, Lincoln & Burrill at 56 Turnpike Street, M. B. Newhall also on the corner of Broadway and Dorchester Street, John D. Newhall on Third Street near F Street, Julius Taylor at 122 Broadway and John Topham corner Broadway and Turnpike Street.

J. W. Sullivan was the only cigar maker in the district and he did a big business on Turnpike Street near Second Street.

Of coal and wood dealers there was William B. Brooks on Second near C Street, Colburn & Howard's large wharf on Turnpike Street near the bridge, Henry Crafts on Boston wharf, George W. Merrill & Co. on Boston wharf and Moody & Norris on Boston wharf and Alpheus Stetson at the foot of I Street.

The first dry goods store in the district was that of R. Nelson, 98 Turnpike Street, near Fourth Street. William Trumbull came next and was in business at 114 Broadway. William H. Tilden was in the Lyceum hall building, corner of Broadway and E Street, where the savings bank is now, and Edwin Tilden was corner of Broadway and B Street. William L. Jordan kept a store corner Broadway and B Street, Briard & Breck at 120 Broadway, John Kirkpatrick at 6 Broadway and H. Allen, corner of Broadway and Dorchester Street.

Three furniture stores provided for the house furnishings of the homes of the people. They were William Andrews on Fourth Street, near A Street, W. C. Jenkins, corner of Broadway and the Turnpike, and Jonathan Pierce at 59 and 61 Turnpike.

Provision stores had begun to start up and one of the first and largest was that of J. D. Richardson, corner of Fourth and A Streets. Warren Kimball kept at 217 Broadway, Dodge & Co. were one of the first at the corner of Broadway and C Street, near the Baptist church, H. Hamlin, corner of Fourth and C Streets, George N. Noyes & Co., corner Broadway and B Street, E. Welch, at 91 Fourth Street, and John Welch, corner Broadway and D Street.

Four bakers were in business in 1850. C. Crafts was at the corner of Third and Dorchester Streets, J. D. Richardson at the corner of Fourth and A Streets, A. Spring at 181 Fourth Street, and Vining & Allen at 232 Broadway.

E. H. Brainard, at 146 Turnpike Street, Dennis Cronan, corner of Turnpike and Fifth Streets, and B. Cunningham, corner of Dorchester and Second Streets, were the blacksmiths at that time. There was also J. G. Fowler, at the South Boston bridge, Green & Davis, on First Street, near Turnpike Street, and S. S. Lord, Jr., corner F Street and Broadway.

"Dr." Henry Humphreys was a botanic and vegetarian physician at 114 Fourth Street, near B Street, and his was a familiar figure on the streets.

Rev. J. W. Alvord, the Congregational minister, lived at 237 Broadway, Rev. G. W. Bosworth, the Baptist minister, at 317 Broadway, Rev. Joseph W. Clinch, the Episcopal minister, at 235 Fourth Street, Rev. J. H. Fairchild, an Orthodox minister, resided at 260 Fourth Street.

Rev. Terrence Fitzsimmons, the Catholic priest of SS. Peter and Paul's church, lived at 35 Broadway. Other clergymen were Rev. T. D. Cook, at 235 Fourth Street, Rev. H. V. Degen, Fourth, near K Street, and Rev. G. W. Lippitt, on Broadway, near G Street.

Mr. Hugh Montgomery was the leading lawyer of the district. He was a splendid man, held in high esteem by the people, very bright and a good lawyer. He was trustee for the Sears estate. Other lawyers were William B. Dorr and F. A. Lovis.

W. D. Martin kept the only gentlemen's furnishing store and was also a dealer in hats and caps.

Frederick Chemin, at 74 Turnpike Street, was the first hairdresser in the district, opening a shop in Mr. Leavitt's hotel in 1845. He is still in business at the same place and is the oldest barber in Boston at the opening of the 20th century. Other hairdressers were George Grimes, at 47 Turnpike Street, M. Morrison, on Turnpike Street, near First Street, E. H. Pennington, corner Broadway and E Street, and T. S. Waters, at 55 Turnpike Street.

Lumber dealers did a good business and made much money. They were Alpheus Stetson, at the foot of I Street, William F. Boynton, on Boston wharf, Eaton & Dupee, also on Boston wharf, and Moody & Norris, on Boston wharf. William B. Brooks was at the corner of Second and C Streets. John P. Monks, father of Richard J. Monks of the present day, had a large wharf on Second, near E Street. Then there was C. Thurston, on Foundry, near Fourth Street, by the bridge.

Of tailors and drapers there were Thomas Hammond, at 56 and 58 Turnpike Street, H. B. Janes & Co., at 95 Broadway, and Thomas O'Maley, at 106 Fourth Street, near B Street.

There were no establishments, at that period, where liquors were exclusively sold, but grocery stores where West India goods in general were dispensed were quite numerous. There were 37 of these establishments, besides the hotels, and the principal resorts for the workingmen was at the Laborers' Union, corner of Fourth and C Streets, and the Workingmen's Protective Union No. 3, corner of Broadway and C Street.

Josiah Dunham and his son, Josiah Dunham, Jr., were the only rope makers in South Boston and they had a large establishment on Fifth, near B Street. Both of the Dunhams represented the district in both branches on the city government, at various times.

Mr. James Burns, for more than half a century a leading dry goods merchant of this city, at first in business with his father on Milk Street, is yet a resident of South Boston, and looks back upon his 65 years of residence in the district with a great deal of pleasure. He now lives on M Street near Emerson Street.

"One avenue to South Boston was by Sea Street, until recently known as Federal Street," said Mr. Burns. "Across the free bridge and South Boston was reached. On the Boston side just where the gasometer recently stood, now covered by railroad tracks, was a little knoll on which were two or three houses and the windmill, from which it derived its name, Windmill Point.

"At the bridge, on the South Boston side was Colburn & Howard's coal and wood wharf and next to that was George Thatcher's foundry, near the junction of Foundry Street. Then came Jabez Coney's machine shops, one of the biggest in the country. He made the boilers and machinery for the first steamer that the United States ever owned.

"Along down on Foundry Street was Isaac and Seth Adams' machine shops, builders of sugar machinery and builders of the famous Adams printing press. Next to that and extending to Fourth Street was Alger's foundry. Cyrus Alger's house was next to that of his son corner of Fourth and Foundry Streets, opposite the foundry.

"Isaac Adams lived on Broadway about opposite the church. Between his house and A Street was the old French block, used as a hat factory.

"Cranston Howe kept a grocery store on the first floor of the Phillips church, corner of A Street. After the election of William Henry Harrison as President, Howe was appointed an appraiser in the Custom House, filling that position for many years.

"In regular order, next to the church, were the residences of Jeremy Drake, Eben Jackson, Stephen Jenney and Jabez Coney. Then the second house from the present railroad bridge was the home of J. Fox Allen. All of these houses had gardens extending back to Silver Street.

"On the opposite side of Broadway, between A and B Streets,

was the remains of Nook Hill, as high as Phillips church. When it was dug away the earth was used for the filling in of Boston wharf.

"Cains' glass factory was on B Street and it was a large establishment, employing many hundred men. Thomas Cains and his son William Cains were looked upon as among South Boston's leading citizens. They were very wealthy, entertained in grand style and lived in a magnificent house.

"On the east side of Broadway near E Street was Harrison hall and above that, on the corner, was Lyceum hall. Above Lyceum hall two brick houses were occupied by Mr. Williams and Mr. Bryant. Williams was a tailor and Bryant an architect.

"Corner of Broadway and F Street was the home of Deacon Hill, one of the proprietors of the chain factory which was on the corner of F and Third Streets. At the foot of F Street was the Briggs shipyard.

"Corner of H and Third Streets was a fine building, a sort of annex to the Mt. Washington hotel. It was fitted for a billiard room and afterward used for office purposes by the omnibus company.

"John H. Reed and Ralph Crooker started a big rolling mill on First Street near the foot of I Street. For many years they did a tremendous business and employed hundreds of men. They paid the men big wages and there was no excuse then for a man to be out of work. Beyond that was Wheelwright's shipyard, one of the largest in the district.

"From Broadway, between I and K Streets, side of where is now the Lincoln school, Fish Lane run down to First Street. Many fish dealers were in business here, and at the foot of the lane was the Golden Queen, kept by John Holton.

"On Fourth Street, near the Point, was the Adam Bent house, still standing. Corner of P and Fourth Streets was Samuel Blake's house, and on Fourth Street, near P Street, was the City Point hotel. Corner of Q and Fourth Streets was Mr. Well's school for boys. It was a preparatory school and was burned down one cold winter's night.

"There were several handsome green-houses taking up almost the entire block bounded by M and N Streets from Fourth to Fifth Streets, and were owned by William McCullough.

"On Fourth Street, also, was the house of Thomas Murray, sexton of the St. Augustine's cemetery and church, and an undertaker.

"The Globe nail works and Seth Wilmarth's machine shops on Foundry Street employed a large number of men. Corner of Fourth Street and the Turnpike was the building erected and occupied by the Lafayette bank until it failed in 1837, and Rev. Fr. Fitzsimmons, pastor of SS. Peter and Paul's church, lived there afterward and until his residence was built on Broadway. The bank building is now standing and occupied by a carriage manufactory.

"On First Street was Craft's coal yard, James M. Green, black-

smith, Patrick Lally's machine shop, Downer & Austin oil works, John Souther's boiler and machinery works, and the Boston Machine shops at the corner of Granite Street.

"On Second Street was the old bottle house, several blacksmiths, Cains glass works, Boston beer company, the camphor factory, Leonard & Co.'s soap factory, and several lumber yards.

"Over the Bay View way was the government ordnance yard where the large guns cast by Alger were tested. On the south shore were several yacht builders, Hoar Brothers, Pierce Brothers, and Elisha Harris.

"On Lowland Street, afterward changed to Mercer Street, was a large ropewalk and also the Coffin lubricating oil company."

Mr. Benjamin B. Whittemore has written an article in reference to South Boston before 1840.



ALGER HOUSES

"When I entered the Hawes grammar school, about 1838, the schoolhouse was undergoing repairs and alterations and for some months sessions were held in the old lead factory building on Fourth Street, near E Street. When we went to the Hawes school there were two large rooms, an upper and lower one. While the girls were assembled in the writing class down stairs in the morning the boys were in the grammar class up stairs, and then in the afternoon they changed about.

"At this period South Boston presented the appearance of a beautiful suburban village, Broadway being the main street, with many newly built residences standing in the midst of gardens more or less extensive, but exceedingly tempting to the youthful eye with their display of fruits and flowers.

"But a large portion of the territory on this street was unoccupied, and furnished open fields on which the boys found ample room for their summer and winter sports. Between Broadway and Fourth, from C to

D Streets, there was a large pond that afforded excellent opportunities for skating.

"The upper part of Fourth Street was sparsely settled, while stretching along the marsh from the bridge to Dorchester was the Turnpike, now Dorchester Avenue, with water at high tide covering the space on either side. First, Second and Third Streets were laid out, but little built upon.

"On the easterly side of the peninsula, First Street, was the busy portion with shipyards, chemical works and glass factories.

"But the greatest change has taken place above Dorchester Street. Except the Mt. Washington House, afterward the Perkins Institution, Mrs. Burrill's school for young ladies, a little colony near the Hawes church and the House of Correction on the east side, as one stood on the old fortifications at the Heights, there was only to be seen an unbroken, grassy slope, extending to Dorchester Bay, across which could be seen the farms in Dorchester.

"The residence of Hall J. How, one of the handsomest in the district, was on an eminence not far from the forts.

"Everybody at that time was supposed to pay strict attention to business six days a week and to 'go to meeting' on the seventh. Any departure from an observance of the Sabbath was made the subject of prayerful investigation by the entire community. Vacations for adults were almost unknown, and children were fortunate in a four weeks' release from school during August.

"The people of South Boston were mostly of the middle class of mechanics and shopkeepers, and, having small surplus of cash, their children knew little of the luxuries that mark our modern time. The result was that a large number of the prosperous men and women of today, whose childhood was spent in this suburb, have to thank the industry, frugality and abstinence of those days for the health and vigor which they now enjoy."

CHAPTER XXIII.

SOUTH BOSTON, 1850 TO 1870.

Causes that led to the rapid increase in population — Street railway companies incorporated — Street improvements — Additional bridges — Gas introduced — Filling in of flats — Engine companies — Banks, insurance company and societies — Newspapers — News from the South Boston Gazette of 1851 — Largest taxpayers — Shade trees planted — Washington Village annexed — Bay View — Mail delivery — One new church — Carney Hospital — Church Home — New schools.

TWO important events in the history of Boston were largely responsible for the sudden and tremendous impetus given to the growth of South Boston, and particularly for it taking a position as one of the leading sections of the great metropolis of New England.

South Boston's most rapid growth was experienced immediately following the introduction of the street railway system in the district, and the abolition of Old Fort Hill, a few years afterward, compelled the residents of that thickly settled territory to make their homes elsewhere. Many of them moved to the North End, but the larger number, attracted by the excellent prospects in the new field of South Boston, were induced to make their homes in the peninsula. The bridges made it easy to reach the city, and, as has always been true, the general situation of South Boston was tempting.

Two street railway companies were incorporated in April, 1854. They were the Dorchester Avenue Company and the Broadway Company. The former was allowed to lay tracks from the Lower Mills in Dorchester to the foot of State Street, over Federal Street Bridge.

The Broadway Company was empowered to construct a railway from South Boston Point to Dorchester Avenue, where it was to form a junction with and enter upon the Dorchester Avenue Railroad. Horse power only was used. The capital stock of the company was \$150,000 and the city of Boston had the privilege of purchasing all the rights of the Company at the end of ten years after its opening, on certain conditions, and the existence of the corporation was limited to fifty years. Not more than five cents fare was allowed on either of these roads.

This latter company did not build its road previous to 1856, and the following year the act was changed so as to give the company liberty to pass over Dover Street Bridge or Mt. Washington Avenue Bridge.

Gradually the city government proceeded to give to the streets and sewers that attention which they had so long neglected to do. Before 1855 a sewer had been built in Dorchester and Second Streets,

in Broadway and Fourth Street, in the lower part of Third Street, in First, Second, I and H Streets, also in Broadway, and finally in Fourth Street, from Dorchester to G Streets.

Several of the streets were paved, Fourth Street was widened from Dorchester to G Streets, then First Street was completed from A to E Streets, Broadway and Fourth Street were graded. Property owners and abutters on Broadway and Fourth Street, from the Turnpike to Dorchester Street, were ordered to pave their sidewalks with bricks, or flat stones, and when this was not done within a specified time the Superintendent of Streets did the work and charged it to the property owners, who had failed to comply with the first order.

In 1852 Quincy, Gold, Silver, Athens and Bolton Streets were accepted by the city.

In 1852, on the surrender of the Dorchester Turnpike as a toll passage way by the Turnpike corporation, the portion of it in South Boston, from Fourth Street to the Dorchester line, was accepted by the city. In 1853 the owners and abutters on Broadway, between Dorchester and K Streets, were directed to pave their sidewalks with brick or flat stones.

Mt. Washington Avenue Bridge was completed and opened to the public in 1855. It was the third bridge established between Boston and South Boston and was built by the Boston Wharf Co., extending from the wharf to the foot of Kneeland Street. Since the building of the new South Station the avenue ends at Dorchester Avenue Extension. The bridge was purchased by the city from the wharf company for \$60,000.

In 1856 the name of the North Free Bridge was changed to Federal Street Bridge.

In 1855 the Boston and New York Central Railroad, having located a depot at the foot of Summer Street, and the track of its road lying through a part of South Boston, it became necessary to construct a bridge from near the depot to South Boston. This was built in a half circular course from the wharf of the company in the city to near Slane's wharf in South Boston, a distance of about 4,700 feet, and a double track was laid thereon. It was a pile bridge, provided with a draw where the channel passed under it, and extended to First Street, between A and B Streets.

Another bridge was built by the company across South Bay to Dorchester, and was 5,030 feet long, making the total length of the two bridges 9,730 feet or about $1\frac{3}{4}$ miles. They were opened for the use of the road in January, 1855.

The railroad, passing under the streets of South Boston, necessitated the building of bridges at the several crossings. Shortly before 1860 these bridges, between A and B Streets, were completed.

The Memorial presented to the city government in 1847, had the effect, among other things, of abolishing a portion of the City Lands.



Reservoir.

Thomas Park.

SOUTH BOSTON, VICINITY OF DORCHESTER HEIGHTS. 1850.

Fourth Street.

Boston.

G. Street.

Perkins Institution.
Dr. Howe Residence.

It was agreed by the city fathers that sixty acres of good land were almost wasted where one or two acres would suffice for the same purpose of providing farm products for the institutions. Accordingly, in 1854, the stockade fence was removed and soon Second and Third Streets and Broadway were laid out through the lands. The following year the Committee on Public Lands decided to grant the request of the people for a public square, and a large portion of what was the City Lands was set apart for a recreation ground, the present beautiful Independence Square.

Gas was first introduced into South Boston in 1852. For many years the local press and public had urged the incorporation of a company for this purpose and finally the South Boston Gas Co. was incorporated April 13, 1852. Work of laying pipes was soon completed and gas was used for the first time in the district December 16, 1852. The gas plant was on Seventh, near B Street, and the first officers of the Company were: President, William T. Andrews; Directors, William T. Andrews, Francis Alger, John H. Blake, Thomas B. Wales, Edward J. Davenport; Clerk, Edward J. Davenport; Treasurer, Jeremy Drake; Agents, John H. Blake and Franklin Darracott, and Supt. Edward Jones.

There were still several swamps and ponds scattered throughout the peninsula, but they were principally in sections thinly settled. As the houses increased in number the low lands were filled in. The largest swamps were in the vicinity of Third and O Streets and another on Third, near L Street. Boys used to catch birds and pick blueberries in their vicinity.

As early as 1830 plans were made for the filling in of the flats, that portion of the water north of First Street and at the foot of A and B Streets, but it was not until twenty years afterward that anything noteworthy was done in this direction. The delay was largely owing to similar work in the Back Bay district and the filling in of the waters of the Charles River.

All along a large portion of Boston's shore, and especially South Boston, there was excellent opportunity to reclaim lands from the tide water. For the past seventy years this work has been going on, and is not yet finished. In 1855 but a small portion of that on the shore of South Boston had been reclaimed and that was principally through the efforts of the Boston Wharf Company. Thus was begun the filling in where now is the large tract known as the Commonwealth Lands.

There was but little change in the streets. The Old Road was only from Third Street to the Point, Quincy Street from D Street to Dorchester Street, and there were Ontario, Swan and Colony Streets near the Turnpike. These latter have since been abolished.

The principal churches, in 1851, were the South Boston Methodist Episcopal, the Hawes Place Congregational, St. Matthew's Episcopal, Phillips Congregational, Fourth Universalist, St. Augustine's Chapel,

(in the cemetery), South Baptist, and two years later the St. Peter and Paul's church, destroyed in 1848, was rebuilt.

Of engine companies there were two, Mazeppa No. 1, house on Broadway, between F and Dorchester Streets, next to the Hawes School; and Perkins No. 2, house on Broadway, between B and C Streets. Elijah H. Goodwin was foreman of Mazeppa and Joshua Jenkins foreman of Perkins.



MAZEPPA ENGINE 1, AFTERWARD MAZEPPA 17.

The Mechanics Bank was in business corner of Turnpike and Division Streets, with James W. Converse as president and Alvan Simonds, cashier. The South Mutual Fire Insurance Company, incorporated in 1845, had an office in Barker's Building, on the Turnpike.

St. Paul's Lodge of Free Masons held meetings in Masonic Hall; the Bethesda Lodge of Odd Fellows met in Mt. Washington Hall, and the Mattapan Literary Association held frequent meetings.

Joseph Smith was president of the hustling Democratic Association, and also president of the South Boston Lyceum. William B. Kennedy was at the head of the South Boston Total Abstinence Society, and there were many other organizations, though of less importance.

The Broadway Bank commenced business December, 1853, in a building at the foot of Broadway, with Seth Adams as president and Henry H. White, treasurer.

Prior to 1850 there had been two or three attempts made to publish a newspaper in the district, but one after the other met with failure.

In 1847 Messrs. Wright and Hasty determined to start a paper that would be, as near as possible, satisfactory to every one, and they hoped thereby to win public favor. It was called the South Boston Gazette. It was a small paper, scarcely a foot square. It met with success, and in a few years the size was enlarged. The paper was printed in an office on Water Street, Boston, and during the early fifties had a good circulation. The name was changed to South Boston Gazette and Dorchester Chronicle, and, after that had a varying career until 1856, when it was discontinued.

Mr Albert J. Wright had, in 1855, severed his connection with the Gazette and started another paper, the Mercury, but that lived less than a year.

In 1859 Mr. E. F. Barrett changed the Mattapan Register to the South Boston Register and continued until 1863.

No other attempt to publish a newspaper was made until several years afterward.

A hurried glance through the files of the South Boston Gazette for 1851-52, give some idea of the happenings in South Boston during that time.

Regular Democratic headquarters were open every evening, corner of Broadway and B Street, where Spelman hall is now. Thus, for more than half a century, this hall has been a political rendezvous.

The Hawes' free evening school had classes averaging 200.

Richardson's bath-house, corner of C Street and Broadway, was the only place in the district to indulge in this necessary pleasure. Officer Sleeper was the sole policeman west of Dorchester Street, and Justice Merrill passed sentence on the prisoners that Mr. Sleeper brought before him.

A strong effort was made by the people for a street or avenue, over a bridge, to be built from the foot of Summer Street to near the City Lands, and Gov. Boutwell was roundly denounced for vetoing a measure tending in that direction.

John Souther, one of the leading manufacturers of the district, was given a banquet by his employees of the Globe Works, October 30, 1851. Col. Hunting, of South Boston, was Superintendent of Streets. Isaac Adams, Theophilus Jenkins, Caleb Gill, Joseph Boylston, George B. Proctor, Charles Brady and E. H. Brainerd were leading Democrats of the time and made a strong effort for a secret ballot and created much excitement when it was learned that workingmen, in some of the foundries, were intimidated.

In January, 1852, the Superintendent of Streets reported that \$42,000 had been spent for paving and "similar good work" in South Boston, and \$11,000 for building a sea wall and grading First Street. Alderman Benjamin James was a prominent man in the city government and did excellent work for his district.

January 31, 1852, was chronicled the death, by accident, of Noah Brooks, one of the leading men of South Boston, but who had a short time previously moved to Dorchester. While driving along the Turnpike his horse sheered from a pile of lumber, throwing Mr. Brooks, whose head struck a post, killing him. This occasioned great sorrow in South Boston.

The thirty largest taxpayers in the district, in 1852, were Hall J. How heirs, Boston Wharf Co., South Boston Iron Co., Cyrus Alger, Massachusetts Iron Company, John P. Monks, Fulton Iron Company, Samuel S. Perkins, Josiah Dunham, Luther Felton & Son, Ezra Baker

& Morrill, Suffolk Lead Works, Thomas Cains, Samuel G. Howe, Seth Adams, Jabez Coney, George Brinley, Luther Felton, Samuel Leeds, Elisha Goodnow, Joshua Jenkins, Francis J. Oliver, South Boston Association, Samuel Leeds & Others, Isaac Adams, Francis Alger, Isaac & Seth Adams & Company, Caleb Thurston, Henry W. Fletcher and Charles Hood.

In June, 1852, Telegraph Hill, now known as Thomas Park, was purchased by the city and reserved for a public park.

The effort to secure a bridge across from the foot of Summer Street to a point near the City Lands, was not successful during this period. Nearly fifty years afterward, through renewed agitation, the L Street Bridge was built, which, with the Congress Street Bridge, previously constructed, provided the avenue for which the people of 1850 were seeking.

To the Shade Tree Society, organized March 23, 1853, is probably due a great deal of the credit for planting many of the magnificent trees that still beautify the district, particularly on K Street, Broadway, G Street and Fourth Street. Nearly a thousand trees were planted in the few years of the society's existence.

Washington Village, until March 4, 1850, known as Little Neck, was annexed to Boston, as a part of South Boston, in May, 1855. After the annexation of South Boston, in 1804, that portion between Eighth Street and Savin Hill was but sparsely settled, in fact there were but very few houses. Gradually, like in other sections, the houses increased in numbers, and by 1850 there was quite a little village.

Being quite remote from Dorchester and having no connection with the municipality of Boston, the residents of Washington Village petitioned, in 1855, to be annexed to Boston, and their petition was granted. There were then 1,300 inhabitants and the territory extended almost to where is now Five Corners.

Bay View was the name given to a neat little village at old Powow Point, between K and L Streets. It had a large number of fine dwellings, and its citizens were noted for their neighborly feeling and their endeavors for each others benefit.

Just previous to 1860, and for many years thereafter, there was a continual exodus of inhabitants from Fort Hill to South Boston. Many of these people settled in the SS. Peter and Paul's parish, but as the numbers still increased, and the houses went up, further along in the district, St. Vincent's Catholic church, formerly the Purchase Street church, was removed, stone by stone, to the corner of E and Third Streets, and dedicated in 1874.

While waiting for the completion of the St. Vincent's church, Catholic services were held in the hall corner of Broadway and C Street, in the church formerly occupied by the Baptists.

Previous to 1850 the delivery of mail in South Boston was conducted in rather a crude manner. Thomas Spinney was one of the

first to bring the letters from the central office in the city and deliver them in South Boston and he was succeeded by a Mr. Hunting.

In 1850 Mr. Caleb Gill was sub-postmaster and he had charge of the delivery and collection of mails in the district. At first his office was at the corner of Broadway and B Street, but he soon removed to



BIGELOW SCHOOL. 1850.

Broadway and C Streets, and the mail was brought from the city by the South Boston Omnibus company.

William G. Bird was probably the first letter carrier in the district, being employed by Mr. Gill. His duty was to deliver letters below C Street, during the morning, and above C Street in the afternoon.



OLD LAWRENCE SCHOOL. 1860.

South Boston's old residents well remember the three famous stores that were then on Broadway, near C Street—Hill, Gill and Still were the three proprietors, and the similarity of the latter portion of their names was the occasion of much merriment. Thomas Hill was a hardware merchant, Caleb Gill in charge of the mail and also a book-seller and stationer, and Mr. Still kept a candy store.

The location of the post office has changed many times since then. During the regimes of William F. Clerke and John H. Giblin particularly, the service grew most rapidly, and there was no cause for complaint among the citizens.

The Civil War, from 1861 to 1865, occasioned much activity in South Boston, and the foundries, especially Algers', did a big business, working night and day.

The Civil War, however, was the cause of a big falling off in the value of property, and many were the house lots and dwellings purchased during that time. After the war prices improved, business was good, and many new business blocks were erected.

There was but one new church added to South Boston's houses of worship between 1850 and 1870, and that was the Gate of Heaven Church, corner of I and Fourth Streets. It was dedicated March 19, 1863.



OLD SOUTH BOSTON BUILDINGS NOW STANDING.

Enright House (1845).

"Pa" Holmes' Corner

South Boston Hotel (1805).

Blake House, Broadway and P Street.
(Now Francis E. Park Residence.)

Through the munificence of Andrew Carney, the Carney Hospital was established in 1863, and the first patient was received June 9 of that year. Mr. Carney, aware of the absolute need of an institution of the kind, purchased the land where the hospital now stands and gave it to the Sisters of Charity. The estate was what was the old Hall J. How property and the institution has quickly grown in size and usefulness.

In 1864 the present Episcopal Church Home, corner of Broadway, Fourth and N Streets was introduced into this district, having previously had various locations in the city. From that time, up to the present, hundreds of orphans and homeless children have been cared for, and prepared for the battle of life.

The fact that South Boston was rapidly growing and that that portion of the city between what is now Pleasant and Boylston Streets was becoming more important, occasioned the necessity for still another bridge between the two places. It required many years of agitation, but finally the people were successful, and plans for the present Broadway bridge were made. It was not until several years afterward, however, that the bridge was built. The grade of lower Broadway and that portion of Dorchester Avenue had to be changed, elevated from one to five feet, and all the adjacent territory filled in accordingly.

During this very important period, 1850 to 1870, the ever increasing population created a demand for more schools and five of them were established. They were the Bigelow, corner of Fourth and E Streets, dedicated May 2, 1850; the Lawrence, corner of Third and B Streets, dedicated March 17, 1857; the Lincoln on East Broadway, between I and K Streets, dedicated Sept. 17, 1859; the Norcross, corner of D and Fifth Streets, in 1868, and the Shurtleff, on Dorchester Street, in 1869.

Of the private schools at this time there were two above Dorchester Street, that of Rev. Dr. E. M. Wells on Fourth Street, and that of Rev. Dr. J. H. Clinch on Broadway near G Street. There was another private school, largely attended, in charge of Mr. Lawrence Egan, and located on Broadway exactly midway between A and B Streets. Miss Mary Baxter, of a well-known South Boston family, also conducted a private school for young women on E Street, between Broadway and Silver Street.

CHAPTER XXIV.

THE CIVIL WAR.

Young men eager to enlist — Tremendous excitement — Pulaski Guards — First Massachusetts Regiment — Start made for the seat of war — Engagements in which the organization participated — Recapitulation of the regiment — Roster of Company E (Pulaski Guards) — Lincoln Guards — Events at home.

ABOUT two hundred of South Boston's young men — young because the oldest was about thirty-five years of age, and there were many eighteen, nineteen and twenty years, — left their homes, their business and their loved ones, in 1861, and fought for their country, believing firmly that the grand old Republic should be such in every particular and that every one had equal rights and should enjoy life, freedom and the pursuit of happiness.

The attack on Fort Sumter, as every schoolboy knows, was the first serious event of the Civil War. April 11, 1861, Major Robert Anderson, who commanded the fort, refused the command of the Confederate general, P. T. Beauregard, to evacuate, and, accordingly, at 4.30 on the morning of April 12, the first gun was fired from a Confederate battery, and, after thirty-four hours' fighting, the fort was reduced to ruins and the occupants obliged to capitulate.

This assault stirred the hearts of all true Americans, and, as their forefathers were up in arms when British tyranny sought to unjustly impose taxes on the country, so they quickly prepared to leave their homes and go to the front to defend the country from the danger that threatened it.

In South Boston there was tremendous excitement. The population of the district was nearly 25,000, and there were many true and loyal citizens. Although thoroughly enjoying the comforts of home, generally prosperous in business, with every opportunity to enjoy life, they were ready to sacrifice all to enter the service of their country. Up and down Broadway they paraded, carrying banners announcing that they were ready to enlist for "three, five or fifteen years."

The most prominent military organization in South Boston was the Pulaski Guards, chartered in 1836, a company that had drilled frequently and had been to muster annually. Their headquarters at first was in the building corner of C Street and Broadway, a one story wooden structure, still standing, but with several stores beneath it. In a field in the rear of headquarters they drilled.

This organization joined the First Regiment, Col. Robert Cowdin,

and were known as Company E. The other nine companies were from Brookline, East Boston, two from Roxbury, Chelsea, and four from Boston. The services of the regiment were immediately offered to Gov. Andrew by Col. Cowdin.

When the War Department, May 8, called for volunteers for three years, the First Regiment immediately and unanimously responded. It was the first regiment to leave the state for three years' service, and, it is said, was the first three-years' regiment in the service of the United States.

May 25, the companies were mustered into service. The men of Company E met in Lyceum hall, corner of E Street and Broadway, and marched to Faneuil Hall, the headquarters of the regiment until June 1. They then marched to Cambridge, took possession of an old ice house on the borders of Fresh Pond, where they remained until the afternoon of June 15, when they were marched to Boston Common and then to the Boston & Providence Railroad. Here a handsome national banner was presented to the regiment. At nine o'clock in the evening, after repeated cheers, the train moved out, bearing the soldiers away to war, many of them, alas, never to return.



LYCEUM HALL, BROADWAY AND E STREET.

From this hall the Pulaski Guards (Co. E, 1st Regiment) started for the War.

Through New York, Philadelphia and Baltimore, the regiments went, and met with big receptions, especially when it reached Washington. There they remained until the afternoon of July 16, when, with the Second and Third Michigan and the

Twelfth New York Regiments, constituting Col. Richardson's brigade, they crossed into Virginia, over Chain Bridge, and commenced the march toward Vienna.

During 1861 the regiment was in the battle of Blackburn's Ford, which, however, was little more than a skirmish, and then it was in the first battle of Bull Run. In the siege of Yorktown, and the battle of Williamsburg, May 5, 1862, the regiment did good service, following it up with a participation in the battle of Seven Oaks, or Fair Oaks, May 31 and June 1.

Other engagements in which the regiment participated were

Malvern Hill, Harrison's Landing and Warrenton Junction, the Second Bull Run and Chantilly, Va., battle of Fredericksburg, and the battle of Chancellorsville, Va., where Stonewall Jackson was mortally wounded, May 2, 1863, by one of the First Regiment's men. This regiment was in the thick of the terrible battle of Gettysburg, July 2 and 3, 1863, where several men were lost.

At Glendale, Kettle Run and Locust Grove, in 1863, the regiment did excellent service and its last fighting was at the battle of the Wilderness, May 6, 1864, and the battle of Spottsylvania Courthouse, May 10, 1864.

May 20, at 11 p. m. the colonel of the regiment received orders to report to the superintendent of the recruiting service at Boston to be mustered out.

May 25, 1864, arriving in Boston, there was an elegant reception accorded the regiment. It was gratifying to them to receive the splendid and enthusiastic welcome that greeted them everywhere in Boston.

The regiment was furloughed for two days, to visit their homes and prepare the proper muster rolls. They reassembled on the morning of the 28th and were mustered out of service by Captain Norton, 14th U. S. infantry.

Appended is a recapitulation of the number of men attached to the regiment during the term of service :

Whole number	1629	
Discharged for disability, caused by wounds, etc.	643	
Killed and died of wounds	171	
Missing	2	
Transferred	116	
Deserted	160	
Mustered out May 28	537	1629

Two members of Company K, of a mathematical turn of mind, figured out the distance travelled by the First Regiment, from June 1, 1861, to May 25, 1864, and it was found to be 3,312 miles, of which 1,263 was on foot, 1,325 by railroad, and 724 miles by transport.

Interesting to South Boston people may be the names of its citizens who belonged to the Pulaski Guards, and, through the courtesy of William G. Bird, who was a member, and, at the present time secretary of the First Regiment Association, the writer is enabled to give the list.

Robert Cowdin of Boston was colonel of the regiment, having been commissioned May 22, 1861. He was Brigadier-General of Volunteers, Oct. 1, 1862, having been mustered out as colonel, Sept. 30, 1862.

Clark B. Baldwin was Captain of the company. He was commissioned a Lieutenant-Colonel, Sept. 8, 1862. George H. Johnston was First Lieutenant, and was commissioned Asst. Adjt.-Gen. of Volunteers, May 12, 1862. Miles Farwell was Second Lieutenant, and was commissioned First Lieutenant, May 13, 1862. Thomas Strangman was the First Sergeant, and the other Sergeants were Hugh Cummings, George T. Baldwin, son of the captain of the company, Francis Duffy, Joseph C. Riley.

Company E was largely made up of South Boston men.

ROSTER.

Alexander, Benjamin D.

Allen, Lorenzo L.

Bagley, George F.

Bagley, Perkins H.

Enlisted at 16, now in California.

Bailey, Charles.

Barney, Charles H.

Bassett, Samuel.

Bates, Thomas E.

Drummer boy, enlisted at 18.

Baxter, George O.

Killed at Fair Oaks, Va.

Berry, Charles O.

Bird, William G.

Blake, Horace O.

Corporal, killed at Chancellorsville, Va.,
May 3, 1863.

Brown, Horace F.

Burditt, Charles E.

Burditt, George W.

Brother of Charles, killed at Williamsburg,—
shot while jumping from a tree, May 3,
1862.

Campbell, Thomas W.

Cantwell, Robert.

Carey, Edward.

Chadwick, Samuel S.

Died in Andersonville.

Champney, William L.

Clapp, James S.

Clark, Charles.

Clark, William H.

Closson, Edward P.

Cox, Samuel H.

Craig, Charles H.

Craig, John S.

Brother of Charles.

Crooker, George H.

Cummings, Thomas.

Dalton, George W.

Danforth, George D.

Demery, Richard.

Derby, Samuel.

Dillaway, George E.

Dodge, Joseph W.

Duffield, John.

Edwards, Samuel

Elms, Cornelius.

Elms, George W.

Elms, Rollin L. M.

Emerson, Moses C.

Emery, John A.

Farnham, Albert A.

Died in Andersonville, Nov. 15,
1863.

Fleming, James.

Fuller, William H.

Gaskins, William B.

Killed at Fair Oaks

Gill, Henry W.

Goodrich, Samuel A.

Hartford, George W.

Haynes, Daniel B., Jr.

Herman, Charles.

Herman, Conrad.

Father of Charles.

Holmes, William.

Howe, John B.

Howe, Michael.

Ingalls, George F.

Johnson, William B.

Jones, Charles A.

Kane, Richard W.

Kelren, William B.

Killed at Gettysburg, July 2, 1863.

Kelly, Michael A.

Kenney, Robert.

Kettell, Fred K. S.

Died of wounds at Gettysburg, July
2, 1863.

Kirkland, Robert.

Lakin, James A.

Afterwards on Gov. Greenhalge's staff

Lanigan, William H.
 Larrabee, John S.
 Leahy, John.
 Letherbee, James D.
 Marcy, Howard F.
 McKenna, Alfred.
 Moulton, Samuel.
 Munroe, George S.
 Munroe, William.
 Myrick, George.
 Neale, John.
 Niel Charles H.
 Pearce, Albert.
 Potter, Edward.
 Potter, John F.

Smith, Alfred W.
 Smith, Amasa G.
 Went out as a wagoner; reported missing.
 Smith, Joseph A.
 Stephens, William A.
 Swain, John P.
 Tanner, Ferdinand W.
 Tighe, James T.
 Tucker, John C. M.
 Died of disease at Fair Oaks, Va.
 Whitman, Edward P.
 Killed at Glendale, June 30, 1862;
 was the only support of his mother,
 and determined to go to the front.
 Whittier, Napoleon B.
 Whittier, Reuben S.



PULASKI GUARDS' UNIFORM.
 (William G. Bird.)

Proctor, Benjamin.
 Ransom, James.
 Riley, Joseph C.
 Sackett, Moses.
 Severance, Orrin.
 Shackford, William B.
 Shattuck, Edward.
 Shaw, Jeremiah.
 Simmons, Albert.
 Sloan, Thomas E.

Wilkins, George W.
 Willcutt, John
 (known in South Boston as "Skilly"
 Willcutt, and was a large, powerful
 man.)
 Willeston, Charles H.
 Willey, Benjamin F.
 Williams, Martin J.
 Woodbury, Frank V.
 Young, Samuel W.
 Young, William O.

While the Pulaski Guards, the pride of South Boston, was at the front, other young men of the district were still eager to enlist and

joined themselves together in little companies, and were drilled by some companion who happened to know the manual of arms.

The Lincoln Guards was another company that organized and was ready to fight for the country's cause.

The services of this company, however, were not needed at the front. For thirty days they stayed at Castle Island awaiting further orders and preparing for whatever emergency might arise.

Another company, the Home Guards, was also ready to respond, but they were not called upon to leave their homes.

The Pulaski Guards, however, was not the only representation that South Boston had at the front. Many there were who enlisted in other companies and other regiments and did as valiant service as could be expected. Then there were residents of the district who were in the navy, and they, likewise, upheld the honor of their country and served their district as well.

At home there was scarcely any cessation of excitement during the entire four years of the war. News from the front was anxiously awaited, day by day, the progress of the Pulaski Guards were carefully noted, and accounts of the doings of that organization were received with joy, mingled with heart burnings, when word was received of the loss of some favorite son.

Citizens who remained at home, either through necessity, inability to enlist, sickness or any of the numerous other reasons, still showed their loyalty and patriotism. Flag raisings were many, one of the most important being that at the South Boston Iron foundry when a magnificent large banner was thrown to the breeze amidst the cheers of the assembled multitude.

The war ended, however, after a long and bitter struggle. On Palm Sunday, April 9, 1865, Gen. Lee surrendered, with all his men and munitions of war, to Gen. Grant. This put an end to the Rebellion and placed the seceded states at the mercy of the authorities in Washington.

CHAPTER XXV.

SOUTH BOSTON, 1870 TO 1900.

Remarkable changes throughout the district—Additional schools and churches—Library—Police Court—Public Baths—New bridge—Abolition of grade crossings—Lands reclaimed from tide water—Commonwealth Lands—Commonwealth Dock—Streets laid out on Commonwealth Lands—Summer Street Extension—Demolition of a large section of South Boston, known as "Swanland"—Combination of southern Massachusetts railroads—Boston Terminal Company—South Boston's vigorous battle, for its rights, with a gigantic corporation—Excellent work of Senator Gallivan and Congressman Napfen—New avenues—Marine Park—South Boston railroad strike of 1887—Strikers had a firm friend in Rev. Fr. Metcalf—Street car strike of 1896—Reminiscences of old residents—William Cains recalls appearance of the district in 1860—South Boston considered equal to the most beautiful spot in the world—James Hayes reminiscent—William S. Locke's recollections of former residents.

WONDERFUL, indeed, were the changes in South Boston during the last thirty years of the nineteenth century. Improvements were many, likewise alterations, houses erected where previously were isolated spots, churches almost doubled in number, schools increased, societies with various objects, spread throughout the district, and the general character of the people changed remarkably.

In 1870 the people were earnest, they were full of spirit, and possessed a strong desire to advance; there were many wealthy people, and plenty of work made provision for all who did not wish to be idle. The people were sociable to a remarkable degree, there were but few jealousies, and the general magnificence of the district, and its many natural advantages, made it a section of contentment and happiness.

In 1900 the population had almost doubled, there were many public spirited men, yet there were others who were public spirited only so far as they themselves could thereby be benefitted. The greatest change in the population, next to its great increase, was its cosmopolitan character, and at the close of the century natives of nearly every foreign country were residents. There was scarcely a section of the district not built upon, and but little available vacant land for building purposes, and there was a strong indication of a crowded residential district.

Yet, crowded as they were, the people well and proudly boasted that there was not a more law abiding section in the entire country. Though the foreign born, or the descendents of the same, predominated, though there was greater discomfort in many ways, though there was a greater competition in business of all kinds, and in manual labor, yet the people were well behaved and no real serious crimes were committed.

One of the principal changes, also, was in the occupations of the people. Where, in 1870, hundreds were busily employed in the mills, foundries and factories, thirty years later thousands were employed in shops or stores, principally in the city proper. The manufacturing establishments had long since passed away, skilled laborers lost their employment and were obliged to turn their hand at anything that came along. Young people worked in offices and retail stores, and the middle class took up professions, and, almost without exception, made a success at their calling.

It would be impossible to relate all the changes that have occurred, hence a few will suffice.

Three new grammar schools were erected during this period, making the total number, in the district, eight.

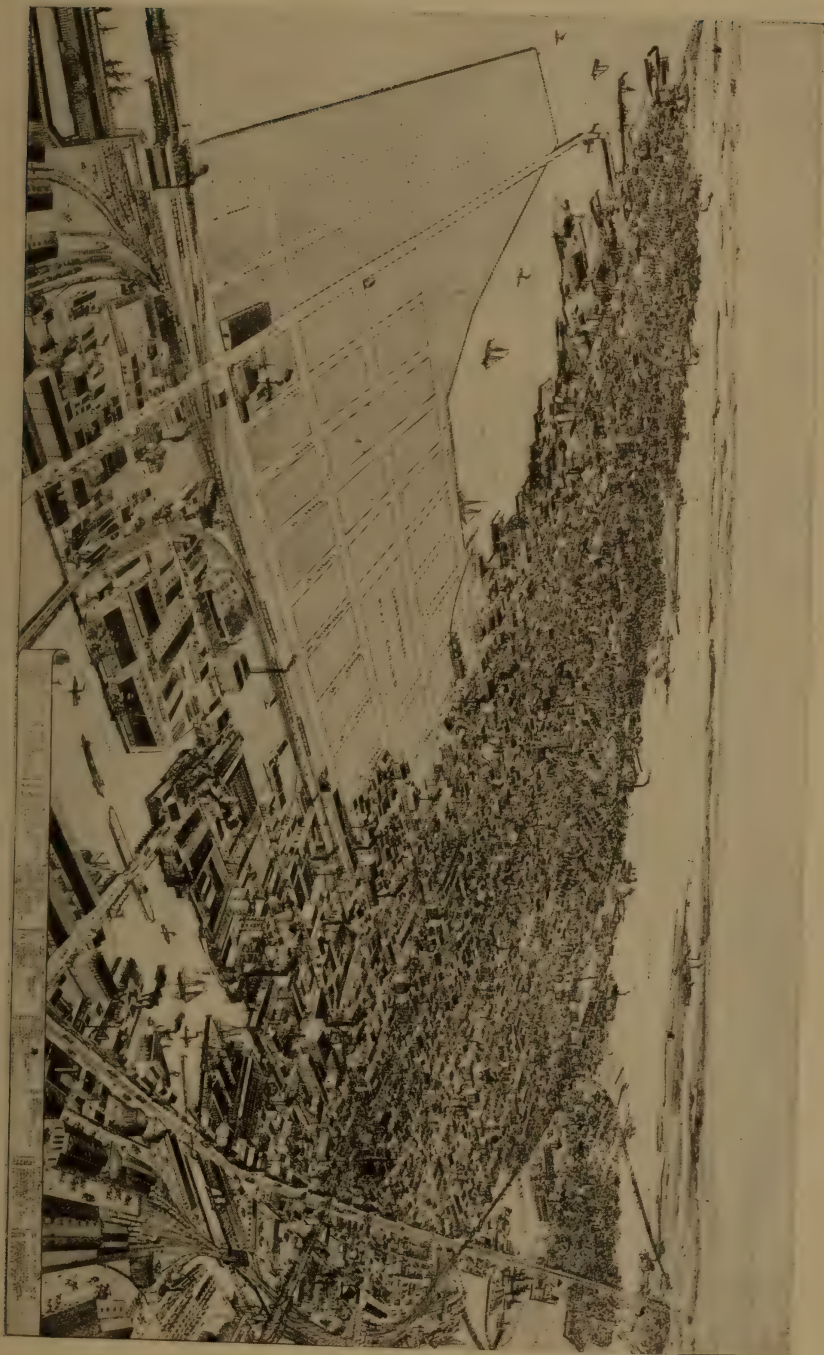
The population between Dorchester Street and City Point increased rapidly, and it became necessary to build another school. In 1873 the Gaston School for girls was built at the corner of L and Fifth Streets. Washington Village assumed such proportions that it became necessary to establish a school for the young people of that section, and, in 1878, the John A. Andrew school for boys and girls was built on Dorchester Street, near the junction with Dorchester Avenue. In December, 1890, still another school was built above Dorchester Street, the Thomas N. Hart School, for boys, corner of H and Fifth Streets. The tide of population seemed to be toward the Point, hence the additional school facilities.

After nearly ten years of agitation plans were made for a high school, and the work commenced in 1896. The old reservoir on Dorchester Heights was levelled, and the site taken for the purpose.

As with schools, so with churches, and new houses of worship were quickly erected to meet the demand of the residents.

In St. Augustine's church, on Dorchester Street, Mass was celebrated for the first time July 2, 1871, and the church was dedicated August 30, 1874; St. Vincent's church, corner of E and Third Streets, was dedicated July 19, 1874; the Fourth Universalist Society changed its name to the Broadway Universalist Society, in 1872, and occupied the present building; the present Phillips church was built in 1879; the Grace Episcopal church, on Dorchester Street, was built in 1875; the Church of the Redeemer, on East Fourth Street, was occupied for the first time May 13, 1885, the society, for ten years previous, having been known as St. Matthew's chapel; the City Point Methodist Episcopal church organized in December, 1878; the church of Our Lady of the Rosary, on West Sixth Street, was dedicated Christmas day, 1885; the Church of Our Lady Czenstochowa, on Boston Street, was dedicated in 1893; the Dorchester Street Methodist Episcopal church was started in 1870; the Fourth Presbyterian church was organized in Wait's hall in 1870, and ten years later purchased the present house of worship from the Methodists. The South

BIRD'S EYE VIEW OF SOUTH BOSTON 1893.



Baptist Society, one of the oldest religious societies in the district, abandoned its church, corner of F Street and Broadway, in 1899, and united with the society of the Fourth Street Baptist church, and since then the united congregations have worshipped in the handsome edifice corner of L and Fourth Streets. The Lithuanians built a church on East Seventh Street, where they worshipped until the same was destroyed by fire in 1899, and now a handsome building is being erected elsewhere in the district.

St. Augustine's parish and the Gate of Heaven parish became greatly extended, and the congregation increased until it was found necessary to erect chapels, both of which were first opened for worship in 1900. St. Eulalia's chapel, in the Gate of Heaven parish, was built at the corner of O Street and Broadway, and St. Monica's chapel, part of St. Augustine's parish, was remodelled from the old Unity chapel, on Dorchester Street.

The South Boston branch of the Boston Public Library was opened in 1885, and the Andrew Square branch opened in the John A. Andrew school in January, 1901.

The South Boston police court was established in 1872 and has almost continually, since then, been located corner of Fourth and Dorchester Streets.

In 1873 the excellent opportunities offered for bathing on the south shore induced the city to establish a free public bath-house for men and boys near the foot of L Street. In a few years the attendance increased so as to require larger quarters and additional closets. Soon this resort became the finest, of its kind, in the country. Toward the close of the century the attendance often reached five thousand in a day.

A public bath for women and girls was early established at the Point, but, when work on the Marine Park commenced, it was removed to the foot of M Street. In 1899 three voting booths were placed near men's establishment, for temporary use for the women and girls, and the M Street house was abolished.

In 1900 plans were made for a magnificent new bath-house for men and boys, women and girls.

Broadway Bridge, urged for many years prior to 1870, was completed in 1871, and provided a fine avenue direct to a section of the city where retail stores were numerous. The draw and foundation of this bridge were rebuilt in 1875, and have been reconstructed several times since then. Thus continuing Broadway to Albany Street, it was necessary to have an elevated bridge over the tracks of the Old Colony division and the grade of Broadway and Dorchester Avenue, in this vicinity, was greatly changed. About 1885, when it was desired to make a further extension of Broadway, between Albany and Washington Streets, another bridge was built. Broadway now begins at Washington Street and ends at Marine Park, City Point. Another



L STREET BATHS FOR MEN AND BOYS, WOMEN AND GIRLS.
(From photographs taken in 1899.)

new bridge, in the same location, but of still higher grade, is soon to be commenced, and will provide additional accommodations for the South Boston people.

By the abolition of the Dorchester Avenue grade crossing, and, diverting the tracks across Southampton and Boston Streets and Dorchester Avenue, beyond Andrew Square, those thoroughfares have also recently been elevated and bridges erected over the railroad tracks.

Much of the border of South Boston, especially on the north shore, is made land, having been reclaimed from tide water by the slow work of filling in. What is now known as Commonwealth Lands was at one time water, and it has taken nearly half a century to bring about this change, although the greater part of the work has been done during the past twenty-five years.

Preparatory plans for this filling in were made as far back as 1830, although but little was done until 1850. There were many unavoidable delays, and the greater part of the work has been accomplished since 1870. Mention has been made in another chapter of the Boston Wharf Company filling in for its own use. In 1869, the wharf company sold to the Boston, Hartford and Erie Railroad Co. the land from which now extends Pier 1, comprising in all about twenty-five acres. The adjoining fifty acres were disposed of to the Boston and Albany Railroad.

The Boston, Hartford and Erie Railroad later went into the hands of a receiver, and the Commonwealth foreclosed the mortgage to the wharf company, but the Boston and Albany retained its property.

In 1873 a new deal was made. The Boston and Albany Railroad Co., the Boston Wharf Co., the City of Boston, and the Commonwealth of Massachusetts made a four-part agreement. The city was to build two bridges across Fort Point Channel and was given the right by all other owners to lay out two main avenues across the property northerly and easterly.

The eastern avenue is now Congress Street, but the northern avenue has never been laid out, but is still in contemplation, and there will, probably, some day, be a bridge and thoroughfare from the foot of Oliver Street to South Boston. The right was also given to lay out cross streets, in this made land, without incurring land damages to the owners.

The Commonwealth, at that time, agreed to fill up the corner piece, now Pier 1, and build retaining walls, the companies to fill in their lots, the filling to be taken from the harbor, thereby increasing its depth.

At about this time the Commonwealth bought out the shore rights between B and E Streets, which carried them up to what is now known as Cypher Street, and in 1875 began the filling, and completed what was known as a twenty-five acre lot.

In 1877, 1878 and 1879 the state built a pier at this point, and later leased the twenty-five acre lot to the New York and New England



Heavy black line marks boundary of the original territory before filling in. SOUTH BOSTON AND IMMEDIATE VICINITY IN 1874. Boston Wharf Co and Commonwealth Flats marks land reclaimed from tide-water. C, made land shortly after 1894.

Railroad. In 1880 the state sold this lot to the New York and New England Railroad, and, shortly after this deal, that road made a trade with the Boston and Albany Railroad, and a section of the Woonsocket Division was exchanged for the flats owned by the Boston and Albany Railroad, east of the fifty-acre lot. At the same time it bought the twenty-five acres and also secured a twelve-acre lot owned by the state east of B Street and south of Congress Street.

Thus there was remaining to the state everything east of B Street which it at once proceeded to fill, and up to the present time there are over 170 acres.

In 1900 there was completed the great Commonwealth dock, said to be the largest in the country, twelve acres in extent, and capable of accommodating six large steamers. This is located directly at the foot of B Street, and east of the railroad property.



FORT POINT CHANNEL, SOUTH BAY AND LOWER SOUTH BOSTON. 1879.

Alger's, Willmarth's, and other foundries in the foreground.

The completion of Pier 1, closely followed by the building of other similar docks, increased traffic on Congress Street to such an extent as to necessitate a new thoroughfare,—Summer Street extension. The Legislature, in 1896, authorized this change, and soon after plans were made for a new avenue, in continuation of Summer Street, to Congress Street, with bridges over A Street, the railroad tracks, B and C Streets and falling to grade west of E Street.

The Commonwealth Lands have been laid out in streets, although not yet built upon very largely. North of First Street was laid out Cypher Street, then Anchor, Bullock, Mt. Washington Avenue, Clafin, Danby, Edmong, Fargo and then Summer Street extension. The city took the land between Cypher Street and Mt. Washington Avenue, and

between C and D Streets, where it built a large and well equipped gymnasium, with a playground around it.

Manufacturing establishments purchased land and erected large buildings in the vicinity of Summer Street Extension. The whole tract north of this Summer Street Extension is practically held, to be used exclusively in connection with the piers and docks.

South Bay was originally 360 acres in extent, but by the extension of wharves, and solid filling, it is now less than half that size.

In 1848 a contract was made for filling twenty acres of these flats belonging to the city, to cost about \$400,000, but in 1856 the contract was changed, the number of acres increased, so that the cost, when completed in 1862, was about three times that amount. This was, however, principally on the city side and has been used largely for dwellings, although a portion of it has been used for the City Hospital buildings.

In 1894 that section of the district known as "Cork Point," or "Swanland," was doomed to destruction. This territory, bounded by Fourth Street, Dorchester Avenue and Foundry Street, also included Ontario, Swan and Colony Streets, thick with tenement houses.

The cause of the wholesale demolition of buildings was the purchasing of all the property by the New York, New Haven and Hartford Railroad Co., a corporation that controlled the Old Colony and Boston and Providence Railroads, and which, since then, has secured control of nearly all railroads from Boston to Southern Massachusetts.

Scores of families were deprived of their homes, through this change, and many residents of that section were obliged to move out of the district, in order to secure homes with rent as reasonable as they paid before.

Another railroad deal, later on, was the combination of all the southern divisions, four in number, to build a central depot. The corporation was known as the Boston Terminal Co.

The scheme was carried through in 1896. The originator of the idea was Mayor Josiah Quincy, and, through his explanation to the officials of the several roads the benefit to be gained, and the offer on his part, representing the city of Boston, to present to the new terminal company a portion of the land on which to build the terminal station, the scheme was adopted by the railroad officials.

The Legislature of 1896 empowered Charles F. Choate, William Bliss, William T. Hart, Royal C. Taft and Charles P. Clark, to be a corporation by the name of The Boston Terminal Company, with extensive powers to construct a union passenger station and take lands for said purpose, and certain streets were abolished.

The new depot was completed and opened January 1, 1899.

To provide land for the site for the depot, Federal Street (formerly Sea Street) between the corner of Atlantic Avenue and Summer Street, to the Federal Street Bridge, was given to the new company, and thus an important avenue to South Boston was abolished.

Senator James A. Gallivan and others, however, succeeded in incorporating in the bill, by an amendment in 1897, a provision for the erection of a bridge and an avenue, in extension of Cove Street, to take the place of Federal Street, abolished, and the Terminal Company to pay a proportion of the expense of the same. The Terminal Company professed to be willing to build a tunnel, or subway, under its tracks, from the corner of Dorchester Avenue, as extended, and Mt. Washington Avenue, to a point near Kneeland Street, thus to provide a means to reach that section of the city, but South Boston people were not favorable to this and insisted on the Cove Street extension and bridge.

That history repeats itself, was proven by the contest that followed between the South Boston people, striving for their rights, and a grasping corporation, that wished to deny them what was honestly theirs.

Even after the Legislature had decided that the bridge should be built, the Terminal Company, in 1899, endeavored to defeat the decision of that body, and threatened to rescind the law. Failing in this, an effort was made to make the proposed extension as narrow as possible, and the Terminal Company would not consent to anything more than a fifty foot thoroughfare. Five of the South Boston members of the lower branch of the Legislature fought earnestly for a wider street and bridge, but were defeated, and provision made for only a fifty foot thoroughfare.

That victory won, the Terminal Company immediately began to plan for the defeat of the entire measure, and sought the intervention of the War Department, at Washington, to prevent the building of the bridge, on the ground that it would be an "interference to navigation," and on this final stand a most bitter fight was waged.

But South Boston had a representative in Congress, who was determined that the measure should not be defeated, and Hon. Henry F. Naphen battled with this opposition in a manner that won for him unlimited praise throughout the city.

A board of investigation held several hearings in Boston, attended by hundreds of leading South Boston citizens as well as experts, but notwithstanding the strong argument in favor of the bridge, and against the grounds of the opposition, this board was about to report unfavorably to the South Boston people, when Congressman Naphen personally pointed out to Secretary Root of the War Department, the true state of affairs, proved that the building of the bridge would be no "interference," and that the position of the Terminal Company was unfair, with the result that he finally won. Secretary Root did not recognize the report of the investigation committee, and scorned the coterie of capitalists and others, decreeing that there would be no interference, and thus made the way clear for the building of the bridge.

It was provided that the Terminal Company should pay toward the construction of the bridge an amount equal to what it would have paid for the proposed subway, and the city and state pay the balance.

After another delay of several months, work was finally commenced for the foundation of the bridge, and it is expected the structure will be completed in a year or two.

Almost immediately following the opening of the new union station, work was commenced on the new avenue to South Boston, in continuation of Summer Street.

The other new avenues in South Boston, laid out during this period, were Swett Street, recently re-named Southampton Street, and the handsome boulevard along the south shore known as the Strandway.



POINT PLEASANT HOUSE.

COYNE'S LOBSTER HOUSE.

POINT BREEZE HOUSE AND JOHNSON'S LANDING.

Former City Point hotels removed to make way for Marine Park.

Shortly after 1870 it became necessary for an avenue to connect Washington Village and the South End, and the agitation for such an avenue resulted in the building of Swett Street, in 1875, from Andrew Square to Albany Street.

The Strandway is one of the magnificent, broad avenues connecting the chain of parks of which Boston may proudly boast, and which, when completed, will be the most beautiful in the world. Beginning at the Back Bay Fens, the chain of parks includes Leverett Park, Jamaica Park, Arnold Arboretum, Franklin Park, and, lastly, our own Marine Park. The Columbia Road, in Dorchester, and the Strandway, connect Franklin and Marine Parks.

This system of parks and boulevards was authorized by popular vote in 1875. There was not much done, however, until 1887, when

all plans had been completed and work at the South Boston end was commenced.

What remained of the old battery at City Point was purchased by the city, and for several years thereafter the principal work was that of filling in along the eastern shore—this being for the Marine Park, which has gradually, year by year, taken shape, until now it is said to be the finest marine park in New England. A pier was built where once was Johnson's Landing, the old bath-houses for women and girls were torn down and moved to the foot of M Street, several of the old hotels were demolished, or removed to other locations. Several years afterward, when Castle Island was secured from the national government for use as a public park, the bridge was built across from the mainland, the land along the shore was graded, and trees planted.

Along the south shore, also, work progressed rapidly. Considerable property was taken for the Strandway. An effort was made to increase the tax of the property owners in the vicinity, for the betterment thus made, but this was rescinded, as the result of opposition of leading men of the district.

There is one connecting link of the Strandway unfinished, a short stretch between the foot of G Street and the foot of Mercer Street, and it is hoped that the present and future mayors will see that this is completed very soon, thus finishing the entire chain of parks and boulevards.

Probably the most stirring event in the last quarter of the nineteenth century was the strike of the employees of the South Boston Railroad Company. This was in 1887 and continued more than a month.

For the year previous there had been considerable complaint among the employees that they were not receiving just treatment, and, naturally, they sought to secure their rights. The men of the road had been organized by Charles J. Chance of District 30, Knights of Labor, and they desired that, what they considered their rights, should be accorded them.

They had twenty grievances, which were submitted to the officials of the road, and December 31, 1886, President Hersey replied to the letter of the employees, agreeing, however, to but few of the requests.

Little by little the feeling among the men grew and there were several hundred who wished to strike early in the year. Wise heads advised further consideration, preferring to go slow.

Nevertheless, a strike was declared at midnight, February 6, 1887, and February 7 was the first day of the tie-up. A meeting in Gray's hall, attended by over 700 men, voted to take this action. These included conductors, drivers, hostlers, stablemen and tow boys.

During the day of the 7th, the strikers, divided into squads of three, lined themselves along the car routes between City Point and State Street and notified the people of the situation. This was greatly

appreciated by the public, especially the working people, as it prevented unnecessary delays on the corners.

By the fourth day a committee of ten had procured 244 horses and half that number of coaches, wagons and other conveyances, and a transportation line was started by the strikers, continuing until the close of the strike, the public patronizing liberally and asking for no change.

Public sympathy was almost entirely with the strikers, as it was considered their grievances were just. Their conduct was excellent, and there was no fault to be found.

About a week after the tie-up was inaugurated the officials of the road made an offer to the strikers, and, while the public considered it a satisfactory way out of the difficulty, it was not accepted.

The officials offered to grant all the requests asked, and would take back the men, but provided that twenty-three of the strikers should not be taken back. The officials stated that twenty-three men had accepted work in the company when the strike was declared, and the company did not wish to discharge them.

The strike continued, with renewed determination on both sides, although the strikers gradually kept losing ground. The public felt that a mistake had been made in not accepting the company's offer. Assistance, however, continued to come in from all parts of the country, and the coach line continued doing good business, although the railroad company began to run cars which were well patronized.

Throughout these exciting days the strikers had no better friend than Rev. Fr. Metcalf, pastor of the Gate of Heaven church. Although Gray's hall had been engaged for a month by the strikers, it was taken away from them, and they were without a meeting place until Father Metcalf gave the use of St. Michael's hall for as long as the men desired.

During the early days of the strike there was much excitement on the streets. The strikers behaved admirably, however, but it was overzealous friends that caused the trouble. The police were kept busy and dozens of extra men were assigned from the city stations. No one was allowed to loiter on the streets through which the cars passed. In the vicinity of the stables the men, who took the strikers' places, were given every possible protection, yet there were many assaults. A serious row occurred one night at the Bay View stables, and several men were sent to the hospital as a result. Finally, the men in the employ of the company used to wait at the stables until fifteen or twenty could leave for their boarding houses together.

The unfortunate affair, however, came to an end on the night of March 15. A meeting was held in St. Michael's hall, to decide what should be done. The regular presiding officer and several leaders were absent, and when it came to a vote to declare the strike off, amidst the greatest confusion, the chairman declared the motion carried,

although there are many, to this day, who say that the majority vote was in the negative.

Of the men who went out about 150 had secured work elsewhere, and only about one-half of the remainder were taken back in the employ of the road.

December 24, 1896, another strike was instituted, this time the West End Street Railway Co. in the entire city being tied up. In the South Boston division about 400 men refused to work. The affair was poorly managed. Railroad employees in other parts of the city went out early in the forenoon and it was not until 12.30 P. M. that the South Boston men received word to quit. The same afternoon a few returned to work, cars were run, furniture sleighs and coaches were put on by the strikers, and there was considerable excitement. Instigators of the tie-up thought the officials would give in at once to the demands for shorter hours, owing to the Christmas holidays and consequent shopping. But this was not the case. At midnight, the night before Christmas, the strike was declared off, by the strikers themselves, and all but thirty men on the South Boston division were taken back.

REMINISCENCES.

Intended for an aristocratic residential section, with the streets and avenues laid out for such and where many handsome residences had been erected, the district gradually changed, and by 1870 South Boston could claim among its residents representatives of nearly every country and climate.

People flocked over from all sections of the city, as soon as work was secured at any of the numerous manufactories or foundries that abounded, and hundreds of the residents of Fort Hill made their homes in the peninsula district. Increasing so rapidly in numbers, the wealthy and aristocratic families did not look upon the section so kindly, yet it flourished, and there was happiness and contentment.

Mr. William Cains glowingly pictures the district of forty years ago.

"The South Boston Association," says Mr. Cains, "with which Mr. Alger and other wealthy men were identified, did their work well, and they laid out a district that could not be excelled in the entire country. My father, who travelled through many of the large countries of the world, used to say he never saw a more beautiful spot than South Boston. The residences were as handsome as could be, and were laid out with magnificent gardens on all sides, with elegant shade trees and numerous fruit trees. The families of Sears, Hunnewells, Perkins, Appletons, and many others of equal importance, intended to make their homes here.

"Thirty or forty years ago City Point was an ideal place for natural scenery and beauty. Its grandeur was beyond compare and one could not wish for better.

"Above Dorchester Street there were not many houses until 1860, and between West Broadway and the water there were but few. The people were all neighborly, they were devoted to their district, loyal to each other, and endeavored to better it in every way possible."

James Hayes, just seventy-five years of age, and a resident of South Boston since 1835, remembers South Boston of fifty years ago with wonderful distinctness. He was for many years employed in Alger's Foundry, and recalls with pleasure the district and its people.

"South Boston, at one time," says Mr. Hayes, "would be hard to surpass as a residential section. The broad, green fields, the straight streets, as we have them now, the magnificent scenery in and around



OLD HOUSES ON EMERSON STREET. STILL STANDING.

South Boston, the activity and the general contentment of the people, were all that one could wish for. It was a very busy place, and every one could find work who wished it. The foundries, manufactories and other business establishments were doing a rushing business and employing men all the time.

"Alger's proving ground was on the south side, between O and P Streets, and the guns were fired directly across the bay. Two gun holders were built on the beach. The United States owned the land, and they tried the 10-inch and 11-inch guns there. At one time a gun swerved round, knocked a chimney off the old Blake house and did some other damage. Such accidents were not infrequent and finally the proving ground was changed to Castle Island, and later to some other

island in the harbor. Previous to the time of which I speak there was a proving ground out Washington Village way, side of the railroad, and near Mercer Street.

"The 'rolling mill' is remembered by all old inhabitants, and it is only a few years ago that it ceased operations. Hundreds of men were there employed. It was started by Crooker and Reed who came from some place near the Mill-dam.

"The Fort Hill people began to come just before 1860 and they

built in the vicinity of D and E and Third Streets."

William S. Locke, for many years engaged in the plumbing business, now seventy-five years of age, has always been a resident of South Boston. He spent a few years in California, but during that time South Boston was his home. He has an excellent memory and recalls early days distinctly.

"There was great activity in South Boston immediately before,

during and after the Civil War. Thousands of men were at work and those were indeed prosperous times.

"We had many good men in South Boston then. The Wrights, Harris's, Southers, Dunhams, Algiers and a score of others did much to advance and benefit the district.

"Josiah Dunham built a house side of the South Boston hotel, on Fourth Street, and the same block of houses is there now. Emsley kept a store corner of Broadway and the Turnpike. 'Harris's Folly' was at the corner of E Street and Broadway, near the Bigelow School, and was so named because Mr. Harris built it one room over the other, no two being on the same floor.

"The little house corner of K and Fourth Streets, where the Hawes' Society first met, was afterwards removed to Broadway, side of the Hawes' School, where St. John's Church is now. William Bar-



OLD HOUSES, STILL STANDING.

G and Third Streets.

McSolla House. 687 Second Street.

Built by Leeds, 1834.

Portion of Old Blake House, P Street and Broadway.

tholomew occupied it as a blacksmith shop for many years. It was removed to make way for the church.

"There was a school corner of D Street and Broadway, in the building afterward purchased by Mr. Brennan. Right at that place the water covered Broadway at times. This was soon filled in. The same building is there now, and on the D Street side, close down to the ground, can be seen the tops of the windows that were on the first floor.

"Wright's house, corner of Broadway and Wright's Court, is still standing, although much changed in appearance. It was one of the first houses built in South Boston.

"There were many fine men, good public-spirited citizens, in South Boston then, and there were residences that could compete with those of any other suburb of Boston.

"Col. Albert J. Wright lived on Broadway, not far from G Street, and John P. Monks lived in the other part of the double house occupied by Col. Wright. Mr. Briggs, the shipbuilder, lived in the James block, on Broadway, near Dorchester Street. The Dillaways lived on G Street, and Henry Arnold, now prominently identified with Thomas W. Lawson's business, lived corner of K and Fourth Streets.

"Capt. Greer, founder of the South Boston yacht club, lived on Fourth Street, third house west of station 12, and the Whitney house, corner of Broadway and Dorchester Street, was one of the finest on Broadway. In front were large elms.

"The financial panic of 1872 created quite a disturbance everywhere, and here, in South Boston, many men suffered. Many causes were given for the panic. A large number of our wealthy men found themselves almost penniless, while others managed to rally and save themselves."



ANTHONY W. BOWDEN RESIDENCE, 324 W. Third Street,
Where he has lived since 1834.

CHAPTER XXVI.

THE SPANISH-AMERICAN WAR.

South Boston boys eager to enlist — Blowing up of the battleship Maine — Ninth Massachusetts Volunteer Infantry quick to respond to the call for troops — Roster of the Ninth on its departure — Camp Dewey at South Framingham — Ordered to Camp Alger — Assigned to Provisional Brigade — Arrival at Siboney — March to the front — Lieut.-Col. Logan in command — In the trenches — Trouble on the transport Harvard — Major Michael J. O'Connor — Deaths of officers and privates — Ordered home at close of war — Roster of the Ninth when mustered out — Frank P. Collins — Names of twenty-one South Boston soldiers who died in the service.

SHORT, yet effectual, was the war with Spain in 1898. Fully six hundred of South Boston's citizens participated in that memorable conflict, and many gave up their lives, through disease contracted on Cuban soil, while scores of others were shattered in health.

No other regiment was more gallant or willing in this struggle, than the Ninth Massachusetts Volunteer Infantry, and among the officers and privates were many South Boston men. It is recorded that this organization, longer in service than any other volunteer regiment, lost a larger percentage of men than any other of Massachusetts, thirteen per cent. The Second lost ten per cent. and the Sixth two per cent.

Twenty-one South Boston soldiers succumbed to disease, and one other, a brave, loyal, newspaper correspondent, a native of South Boston, and beloved by all who knew him, equally courageous and true as any soldier in the service of his country, died, that others might live.

War against Spain was declared by the United States, closely following the blowing up of the battleship Maine, in Havana Harbor. The country had been in a state of excitement for many months. It was evident that the sympathy for persecuted Cuba was growing stronger and stronger, and the sentiment was, by a large majority, in favor of compelling Spain to take off the tyrannical yoke. Spain, as a consequence, did not look kindly upon this country.

February 15, 1898, the battleship Maine, anchored in Havana Harbor, was blown up in some mysterious manner, and scores of the officers and crew were lost. It has never been learned who the real perpetrators were, but the blame was laid at the door of Spaniards, and when war was declared the battlecry was "Remember the Maine."

When President McKinley called for volunteers, Massachusetts troops were quick to respond, and the men of the Ninth were among the earliest to enlist. Of the twelve companies, two, B and I, were almost

entirely South Boston youths, while the remaining companies, especially those of Boston, had many residents of the district in their ranks.

On May 4, 1898, the regiment was encamped at South Framingham, in command of Colonel Fred B. Bogan of Charlestown.

South Boston men who were officers in the regiment at this time were as follows :

Field and Staff.—Lieutenant-Colonel Lawrence J. Logan, Major Michael J. O'Connor, Adjutant Joseph J. Kelly, Assistant Surgeon William H. Devine.

Non-Commissioned Staff.—Sergeant-Major Edward L. Logan, Hospital Steward J. Frank Riley.

Line officers.—Company B, Captain George F. H. Murray, First Lieutenant James F. Walsh, and Second Lieutenant Michael J. Desmond.

Company C.—Captain Thomas F. Quinlan, Second Lieutenant Joseph J. Foley.

Company I.—Captain John H. Dunn, First Lieutenant William J. Casey, Second Lieutenant James A. Cully.

In honor of Admiral George S. Dewey, who but a few days before had won such a splendid victory at Manila, and whose name was upon every one's lips, the Framingham rendezvous was named Camp Dewey.

Nearly four weeks the soldiers remained at this camp, restless and anxious to go to the front, and several times there were rumors that they would start on the morrow. Finally, the order was received, May 30, and the following day three trains, with the 943 men, started for Camp Alger, near Falls Church, Virginia, and as they were leaving they were cheered by thousands of friends who had gathered to bid them Godspeed.

Within an hour of their departure the first accident overtook them, in the death of Charles J. Doherty of Company I, formerly a resident of South Boston, but whose home, at the time of enlistment, was at the South End. With his head out of a car window, gazing at the friends he was leaving behind, he was struck by a pole and instantly killed.

On arriving at Camp Alger on the afternoon of June 1, the Ninth Massachusetts, bearing the national emblem, the state flag and the Irish banner, was received by the Irish Seventh of Illinois, who at once extended every possible hospitality.

The Ninth Regiment was assigned to the Provisional Brigade of the Second Army Corps, with Brigadier-General Duffield in command. On the morning of June 25 Newport News was reached and almost immediately the men were transferred to the transport Harvard, with Cuba for its destination. Accompanying the Ninth were two battalions of the Thirty-Fourth Michigan. Recruits, increasing the number of Ninth's men to 1,325, arrived at Camp Alger, but they did not have to go to Cuba.

On the morning of the sixth day out the Cuban shore was sighted, and by evening of July 1 the troops were encamped on the beach at Siboney, and orders were received from Gen. Shafter to move toward the front at once, as there was heavy fighting and every available soldier was needed.

Supper was hastily partaken of and at ten o'clock the start was made, forty men being left behind to care for the stores and unload the same from the transport.

Lieut.-Col. Logan was in command, as Col. Bogan had to remain behind owing to serious illness and was relieved of the command.

The night march of sixteen miles was one that will pass down in history as one of the most terrible in which American soldiers ever participated. Through a strange country, the men, used to the northern and cooler climate, proceeded, forded streams, climbed high hills, crossed disease-breeding swamps, yet there was not a word of complaint, and all were eager to participate in that which had brought them there.

On the way to the front, wagons, bearing wounded soldiers, were soon met and then it was learned for the first time of the fierce charge, that day, at El Caney.

It was not until five o'clock the following morning that the first halt was made and then there was an opportunity for short naps, which many of the tired soldiers quickly embraced, but at seven o'clock they were awake and on the march again. Another halt was made just before reaching San Juan Hill, and there could be seen the American troops, partially concealed in trenches, firing at the Spaniards, the wounded quickly cared for and taken to the rear, and everywhere there was excitement.

The Massachusetts regiment was at once ordered into line, and, taking a position in a trench dug out of the road, they remained all day, cramped and uncomfortable, yet shielded from the bullets.

At about dusk that day, July 2, Companies C and I, Captains Quinlan and Dunn, were sent to re-inforce the Tenth regiment, but, losing the way, the detachment brought up with the Second, also in need of re-inforcements, and there they were allowed to remain. Companies G and K were then sent to help out the Tenth.

July 17 Santiago surrendered and the Ninth Massachusetts participated in the ceremony.

For several days thereafter the Ninth remained in the vicinity of Santiago, changing location, however, as necessity demanded, and about August 1 established a camp on a hill near the Santiago road.

During all this time the forty men who had been left on the Harvard to care for the stores, were not idle, in fact, they too had an exciting time of it. About 670 prisoners taken from the Spanish vessels *Infanta Maria Teresa* and *Almirante Oquendo*, were placed aboard the transport Harvard. On the night of July 4, these prisoners, chafing under the restraint and confined to a small area on the vessel, attempted

to escape, hoping to reach shore if they jumped overboard. The guards, however, were too quick for them, and the forty soldiers of the Ninth cowered into submission more than six hundred Spanish soldiers and sailors. Six of the Spaniards were killed and about twenty-five wounded.

Wagon-Master Thomas F. Sullivan of Company I, and Sergt. Joseph S. Benton, South Boston boys, were among the guards, and a busy time they had of it for half an hour. The Massachusetts

boys at first simply used the butt end of their muskets, or the point of the bayonet, to drive the prisoners back to their place, but some few shots were fired, which were unavoidable.

The terrible climate, lack of substantial food, exposure to the tropical sun, malarial air from the swamps, all this tended to weaken the men, and the strongest of them, even, gradually succumbed to disease.

Col. Bogan, one of the first to be stricken down, was sent home, and arrived in Boston August 5. He died a few days later. From the arrival of the regiment at Siboney, Col. Bogan was ailing, and Lieut.-Col. Logan was in command, until he, too, was taken sick during the latter part of July. Capt. Dunn of Company I was also sick and he, with Lieut.-Col. Logan, returned to Boston August 15. With the tender and loving care of their families



MAJ. M. J. O'CONNOR
Ninth Massachusetts Volunteer Infantry.

they gradually gained strength, although it was many weeks afterward before they could leave their homes.

Maj. Grady of East Boston, died July 30, just as Col. Bogan was leaving for home, and Maj. Michael J. O'Connor of South Boston, esteemed and admired by all who knew him, died August 6.

Maj. O'Connor's death was an incalculable loss to the regiment, and a terrible blow to his relatives and friends. In the prime of life, possessed of many of the traits that denote manhood, he endeared himself to all who knew him. His popularity among the soldiers was attested by the act of one of them, when the major was laid in a temporary grave at Santiago.

A District of Columbia private, T. J. Mahoney, with the point

of his bayonet, cut out on a tile taken from the roof of a blockhouse on San Juan hill, this inscription:—

MAJ. M. J. O'CONNOR,
3D BATT., 9TH MASS. VOL.
DIED AUG. 6, 1898.
AGE 37 YEARS.
R. I. P.

This tile was afterward imbedded in the marble monument placed over Maj. O'Connor's grave in Calvary cemetery.

By special permission the bodies of Maj. O'Connor, Maj. Grady, Corporal Lane and Private Carey were removed to Boston, and on September 12 the funerals of the last three were held. September 13 Maj. O'Connor was buried in Calvary cemetery. Services were held in the



STONE MARKING GRAVE OF MAJ. M. J. O'CONNOR
IN CALVARY CEMETERY.



FRANK P. COLLINS, War Correspondent.

Cathedral, thousands thronging the streets and filling the church. Such an out-pouring of people had seldom before been equalled.

After weeks of suffering the remaining soldiers, August 23, heard the welcome news that they were to immediately leave for home. In three transports the soldiers were taken to Montauk, Long Island, where they were taken to the detention camp, to prevent the possibility of any spread of disease they might have contracted.

September 8 orders were received for the men to start for home, and on their arrival in Boston they were accorded an ovation. The sick were immediately taken to the hospitals, and the Carney Hospital in South Boston, alone, cared for 175 soldiers.

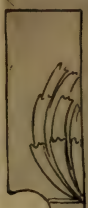
Among the many who died in Cuba, or on the return home, from disease contracted there, not one



HOWARD E. HANLON
OFFICER OF THE
WATCH



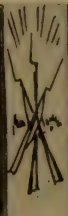
WM. R. MILLS, SERGT MAJ



JOSEPH S. BENTON
QUARTERMASTER



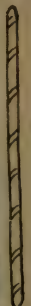
JOSEPH J. O'CONNOR
OFFICER OF THE DAY



MICHAEL J. McDONOUGH
QUARTERMASTER SERGT.



JOHN J. CLARK S.V.C.



THOMAS F. SULLIVAN
COMMANDER



MICHAEL L. KING J.V.C.



J.F. MCINNIS PAYMASTER



THOS. F. MCGARRY
OFFICER OF
THE GUARD



DR. J.F. RILEY
CHAPLAIN



DR. WM. H. DEVINE
SURGEON



VETERANS OF THE SPANISH WAR—OFFICERS OF MAJ.
M. J. O'CONNOR CAMP, 4, I. S. W. V., 1903.

was braver or more loyal than Frank P. Collins, newspaper correspondent, representing the Boston Journal at the front. Born in South Boston, where nearly his entire life was spent, he was held in high esteem by his friends. Not obliged to go to the war, he was ready to accept the call, and left home and friends that they and the entire community might read of the whereabouts and doings of the soldiers from Massachusetts. In addition to his duties as correspondent, he was ever ready to oblige the soldiers in any way open to him, and many were the young men who shared his supply of food, and for others he took letters to be sent to their loved ones when he should reach a place where they could be mailed.

He, too, died, perhaps not a soldier in the service of his country, as some might look at it, but one, serving his country just as faithfully, and at the same time caring for those who were fighting for the good of the cause.

James B. Connolly, a South Boston boy, a member of Company I, also filled a position as correspondent for the Boston Globe. His frequent letters were remarkable for their fearlessness and detailed account of the happenings in Cuba. Bright, crisp and glowing in their narration of important events, they were widely read.

November 26 the Ninth Massachusetts was mustered out, having been in the United States service little more than six months. During this time many changes had occurred in the roster, through death and promotions. South Boston officers were in the following positions:

Field and Staff.—Colonel Lawrence J. Logan, Major George F. H. Murray, Adjutant Joseph J. Kelly.

Non-Commissioned Staff.—Sergeant-Major Edward L. Logan, Hospital Steward J. Frank Riley.

Line Officers.—Company B, Captain James F. Walsh, First Lieutenant Michael J. Desmond and Second Lieutenant William J. White.

Company C.—Captain Thomas F. Quinlan, Second Lieutenant Joseph J. Foley.

Company I.—Captain John H. Dunn, First Lieutenant William J. Casey, and Second Lieutenant James A. Cully.

Assistant Surgeon William H. Devine was promoted to brigade surgeon and assigned to the First Brigade, First Division of the Second Army Corps, and at the close of his service was acting chief surgeon of the Second Division, Second Army Corps.

On the reorganization of the Ninth Massachusetts Volunteer Militia, George F. H. Murray and Joseph J. Kelly were chosen majors, and William J. Casey adjutant, and, as a consequence, there were several changes in the line officers.

South Boston was also represented in other branches of the service. Prominent among these was George H. Nee, the only man in the ranks to win both a medal of honor and a certificate of merit. He went to

the front with Company H, 21st Infantry. He won his medal of honor at San Juan Hill, Cuba, by rescuing a wounded comrade from in front of the firing line. He was later promoted to corporal and went as such to the Philippines. It was at the battle of Calamba that he received a certificate of merit for leading his company, when his lieutenant was shot down. Shortly afterward he was appointed a sergeant.

Thomas J. Kelly and Boatswain Edward J. Norcutt, South Boston boys, were with Dewey on the flagship Olympia at Manila Bay, and Boatswain Dominick J. Glynn, who was on the U. S. S. Trenton in the Samoan disaster in 1888, was on the U. S. S. Charleston, one of Admiral Dewey's fleet at the battle of Manila Bay. He saw active service during the entire war and was with the U. S. S. Charleston when she was wrecked in the fall of 1899.

The activity of the mosquito fleet at the breaking out of the war, and the excellent work it performed is familiar to all. The U. S. S. Prairie was one of the most active boats at the time, and among her crew was Seaman Edwin A. Stowe.

Even in the sinking of the "Merrimac" at the entrance to Santiago harbor, by Lieutenant Hobson and a handful of men, South Boston was represented in the person of Timothy J. Kelly. He was badly scalded about the lower part of the body and will carry his wounds the rest of his life.

South Boston soldiers who gave up their lives while in the service of their country in this war, were as follows :

NINTH MASSACHUSETTS VOLUNTEER INFANTRY.

Field and Staff.—Major Michael J. O'Connor.

Non-commissioned Officers.—Sergeant Stephen D. Murphy, Co. I; Corporal Thomas D. McLeod, Co. B; Corporal Thomas W. Gallagher, Co. B; Corporal Samuel P. Wiley, Co. C; and Corporal Thomas A. Costello, Co. H.

Artificer Leo. J. Brady, Co. C.

Privates — George P. McLaughlin, Co. B; John J. Peard, Co. B; Michael F. Leonard, Co. C; John J. O'Toole, Co. C; Patrick F. Moriarty, Co. E; Patrick J. Donahue, Co. H; Joseph S. Donahue, Co. H; Timothy J. Tehan, Co. H; Elden P. Keene, Co. H; Thomas F. Fenton, Co. I.

REGULARS.

Second United States Artillery.—Private Martin Green, Battery B.

Seventh United States Infantry.—Private George J. Whitten, of Co. E, and Private Albert F. Gateley, of Co. H.

Hospital Corps, U. S. A.—Private Henry C. Knapp.

CHAPTER XXVII.

JOHN HAWES AND THE HAWES SCHOOL.

Sketch of the noted resident — Provisions of the will of John Hawes, and the beneficiaries — Trustees of the fund since Mr. Hawes' death — Hawes School — Increase in attendance at the G Street school creates demand for new house — Opening of the new school — Singing class established — Succession of masters — Music introduced — Number of pupils who received Franklin medals and City medals — Discontinuance as a grammar school — Hawes School boys' association — Hawes School girls organize — Names of prominent graduates.

JOHN HAWES, through whose generosity and munificence the district has so greatly benefitted, was a true South Bostonian, although Dorchester was his birthplace.

The Hawes fund, left by him, the income to be used in various ways for the good of South Boston, for all time, has grown, through careful investment and judicious expenditure, to nearly half a million dollars, from the income of which much good is derived.

Mr. Hawes was born January 9, 1741. At the age of seven he was placed with his maternal grandfather, Benjamin Bird, at Dorchester Neck, from whom he received his early education.

Although he removed from South Boston and took up his home in Dorchester, yet he always had a love for the peninsula district. At rather an advanced age he married Mrs. Sarah Clap, widow of Elisha Clap and daughter of Thomas Bird.

The last twenty-five years of his life were spent in South Boston. His home was corner of K and Fifth Streets. Of a retiring disposition, gentle in manner, there was much in him to be praised. Deprived of any education, yet he was one of South Boston's most intelligent citizens, — practical experience and careful observation having enabled him to possess a fund of information and good common sense. Having no children, his strong attachments to the scenes of his childhood and youth, induced him, no doubt, to will a large portion of his possessions for the benefit of South Boston.

He died January 22, 1829, at the age of 88 years. His will, dated October 23, 1813, was proved and allowed by the Probate Court, March 9, 1829, and was confirmed by the Supreme Court in March, 1830. The executors were James Humphries, Henry Gardner and Ebenezer Everett, but the last two declined to serve and successors were chosen. The trustees were incorporated and the number increased to five, James Wright, Adam Bent, Caloin Tilden and Samuel Floyd being chosen. The act of incorporation was dated February 25, 1831, and accepted March 27, 1831.

Himself deprived of school education, he provided in his will for the preaching of the gospel and the education of the young. He also gave land for the cemetery at City Point, and also the lot of land on which stands the Hawes school.

At the time of his death his property consisted of 60,000 feet of land and a dwelling on Fiske Place and Washington Street, near the Roxbury line, and from six to eight acres of land with a brick dwelling on K and Fifth Streets.

From 1835 to nearly 1850 Mrs. Burrill's school for young women was aided by the Hawes fund, and in 1837 some of the money was used for a public Sunday school where children were taught reading and writing, in addition to the reading of the Bible. Beginning in 1870 an evening school was supported by the fund, this being before the city established such schools. In 1872 a drawing school was started, under the fund, and this was the beginning of the present South Boston Art School.

The fund now provides for the free evening classes, conducted from October 1 to May 1 each year, and afternoons during the summer, in the old Hawes church, at the junction of Fourth and Emerson Streets, near K Street.



HAWES CHURCH. 1830. Fourth and Emerson Streets.

The Hawes church that was started at the corner of K and Fourth Streets in 1807, then the church erected at the junction of Emerson and Fourth Streets, and finally a new one on Broadway, near G Street, were all made possible through the munificence of Mr. Hawes. This latter house of worship, attended by many of the leading residents of the district, is chiefly supported by yearly appropriations from the John Hawes' fund.

The trustees of the fund have been as follows: April 30, 1831, Noah Brooks (third treasurer); February 28, 1832, Hall J. How; May 4, 1833, John H. Bird (second treasurer); March 2, 1834, Alpheus Stetson; June 2, 1834, Hugh Montgomery; November 30, 1846, Timothy Bedlington; January 19, 1849, Benjamin James (fourth treasurer); February 12, 1857, Thompson Baxter (fifth treasurer); December 23, 1859, Frederick Nickerson; 1866, Libeon Southard; 1871, Edwin Gill; April 29, 1876, Robert M. Harrison; January, 1879, George E. Alden; 1881, William F. Pierce; April, 1881, George L. Lovett; 1881, Charles T. Gallagher; October 19, 1888, Henry C.

Mitchell (sixth and present treasurer) ; July 8, 1897, Edward A. Church ; December 10, 1900, Thomas Hills. Messrs. Alden, Gallagher, Mitchell, Church and Hills are the present trustees.

HAWES' SCHOOL.

For more than ten years a little building on G, near Dorchester Street, was the only schoolhouse in South Boston. It was likewise the first established. In 1811 it was opened with Mr. Zephania Wood as



FORMER RESIDENCE OF JOHN HAWES
Still standing at corner of Fifth and K Streets.

master. Ten years later the citizens of the district realized that there was need for a new schoolhouse, and April 24, 1821, a petition for another school was presented to the sub-committee of the Franklin School. It was not, however, until the following February that the school committee voted to erect a new schoolhouse in South Boston, to contain two rooms, each capable of accommodating 150 scholars.

The site selected was on Broadway, near Dorchester Street, and the erection of the Hawes' School was commenced. The building was of brick, completed in 1823, and in the fall of that year the pupils of the school on Dorchester and G Streets, headed by Rev. Lemuel Capen, the teacher, marched to the new house and were addressed by Rev. John Pierpont.

At first one room was finished and prepared for use, that being sufficient for the number that attended.

In the fall of 1824, through the efforts of Mr. Noah Brooks, there was a singing school established in the new school.

Rev. Mr. Capen, the first teacher of the Hawes' school, remained in that position only until 1826, when he resigned and was succeeded, September 5, by Barnum Field, afterward master of the Franklin school. He remained until 1829, when he was succeeded by Mr. Jairus Lincoln.

Although the site was provided for the school by Mr. John Hawes, it was not until 1827 that his name was given to the institution, and the name was not fully established until 1832. In 1833 the master of the Hawes' school was made equal to the masters of other grammar schools in the city.

Mr. Jairus Lincoln remained as master but a few months, and February 9, 1830, Mr. Mark Anthony DeWolfe Howe became master, and he remained but one year. He was a young man, a thorough disciplinarian, and had but few equals in efficiency. He became



HAWES SCHOOL. ESTABLISHED 1823.

greatly attached to the school, but was obliged to relinquish his position in order to take a tutorship in Brown University, at Providence, R. I., of which he was a graduate.

Mr. William P. Page was chosen as Mr. Howe's successor. He was not so strict as Mr. Howe had been, and the troubles and annoyances that preceded Mr. Howe's regime, were renewed. Truancy was common, and the boys and girls alike were imbued with that mischief which almost bordered on lawlessness.

Mr. Page was obliged to resign August 14, 1832, and was succeeded by Mr. Moses W. Walker, who entered the school August 28.

Mr. Walker had heard of the reputation of the school and was determined, from the outset, that he would be recognized as master and his wishes obeyed. Accordingly, there was an exciting whipping incident which the scholars did not soon forget. A lad named Harrington was severely punished by Mr. Walker, so much so that the boy's father instituted proceedings against the master. The boy was not seriously injured, however, the master was upheld, and he continued until he had the entire school under subordination.



MARK ANTHONY DEWOLFE
HOWE.
Fourth Master, 1830-1831.



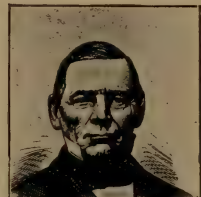
REV. LEMUEL CAPEN.
First Master, 1823-1826.



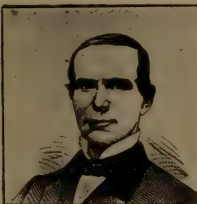
JOSEPH HARRINGTON, Jr.
Seventh Master, 1834-1839.



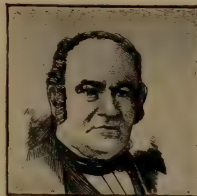
JOHN A. HARRIS.
Writing Master and Master of Boys'
Division, 1835-1852.



FREDERICK CRAFTS.
Eighth Master, 1839-1850.



ALBERT DRAKE.
Music Teacher.



BARNUM FIELD.
Second Master, 1826-1829.



SAMUEL BARRETT.
Tenth Master, 1852-1859.

OLD HAWES SCHOOL MASTERS.

His course, however, did not meet with the approval of the parents, and, January 14, 1834, he resigned his office, and Joseph Harrington, Jr., was elected to fill the vacancy.

In April, 1834, the upper story of the schoolhouse was furnished and the entire school was supplied with new desks.

Mr. Harrington followed a far different course than had Mr. Walker. He endeavored to have each boy realize the true meaning of

right and wrong, and he strongly appealed to their sense of honor and manhood. He used the rod very sparingly, and preferred to allow them to meditate, in quiet, on their ways. At all times he was ready to join with the boys in their sports, and frequently proposed excursions into the country. A perfect lesson was required of every one, and the pupils learned to study for the purpose of pleasing him. It is said he originated the system of placing the pupils according to their record, the best in the first seat and so grading them down.

During Mr. Harrington's service he founded the Hawes Juvenile Association, the first of its kind ever known, the object being for the members to refrain from swearing, and for the advancement of each, morally. Soon the membership numbered two-thirds of the school, and the suppression of lying and stealing were added, and any member convicted of either of these crimes was expelled from the association.

In January, 1838, the school committee decided to introduce the study of music into the grammar schools and it was in the Hawes school where it was first tried. Mr. Lowell Mason was the first master and the experiment was successful. Mr. Mason was succeeded by Mr. Johnson, and he, in turn, by Mr. Albert Drake. Writing was introduced as a study August 11, 1835, and Mr. John A. Harris was the first teacher.

July 1, 1839, Mr. Harrington was obliged to resign, as he wished to prepare himself for the ministry, and he left, amid the regrets of scholars and citizens of the district. To show their appreciation of him the scholars presented him with a handsome token of their esteem.

Mr. Frederick Crafts succeeded Mr. Harrington. During his time of service the school was divided into two distinct portions,—the Hawes school for boys and the Hawes school for girls. In 1840 another building was erected on the property of the Hawes school and was named the Simonds school. The Hawes and Simonds schools have ever since stood side by side. This arrangement continued until the opening of the Bigelow school in 1850, when the Hawes school for girls was transferred to the Bigelow school building.

Mr. Harris was writing master and master of the boys' division from 1835 to 1852, and was succeeded, in August of the latter year, by Mr. Samuel Barrett.

In 1859, the Hawes school, as a grammar school, ceased to exist, and since then it has been a primary school.

In 1857, the school committee had, in its annual report, set forth that the Hawes school had outlived its usefulness, as a school of advanced grade, and the progress of the district's population had thrown the school out of the centre of the entire district. The committee suggested that the building might be altered to accommodate the primary schools of the Hawes and Bigelow districts and measures were at once taken to reorganize.



C. JAMES CONNELLY
1898



ALBERT T. WHITING
1893



WM. E. L. DILLAWAY
1895



JAMES T. TIGHE
1902



FRANCIS E. PARK
1899



HON. CHAS. T. GALLAGHER
1890



JAMES B. ROGERS
1889



WM. H. H. SLOAN



EDWIN B. SPINNEY
1884



BENJAMIN B. WHITTEMORE
1891



GEORGE B. JAMES
1888



UBERT K. PETTINGILL
1901

PAST PRESIDENTS OF THE HAWES SCHOOLBOYS' ASSOCIATION.

The Lincoln school was erected on Broadway, the first in the City Point section, and its establishment, September, 1859, marked the reforming of the district into the Lincoln and Bigelow divisions. The old Hawes school-house was renamed Hawes Hall and divided and arranged for eight primary schools, six being for the Bigelow and two for the Lincoln district.

In the classes of the Hawes school, between 1825 and 1859, there were 137 boys received the Franklin medal, and during this time, also, there were distributed 60 City medals to the girls of the school, these being of the same intrinsic value as the Franklin medal for the boys.

An association of the old Hawes school boys was formed in 1884 with President Edwin B. Spinney, Treasurer Richard J. Monks and Secretary Barnard Capen.

The former girls of this famous school organized in 1888 and officers were elected as follows: President, Mrs. Agnes L. Sprague; Vice-President, Mrs. Sarah P. Osborn; Secretary, Mrs. Carrie A. Provan, and Treasurer, Mrs. Lucy C. Bartlett.

Annually, since then, these associations have had reunions respectively, but at each festive occasion many of the members of the other association are also present, and many are the good times they have.

William Cains, son of Thomas Cains, the pioneer glass manufacturer of this country, and Thompson Baxter, who died in 1900, were among the earliest graduates of the Hawes school.

Among others, recently deceased, who graduated from this famous institution were George W. Armstrong, who started the Armstrong Transfer Co. and died a millionaire, John Souther, well known machinist and inventor of the dredging machine, Edward B. Blasland, Michael E. Brady, George E. Deluce and James Deluce, David Hale, the well known rubber manufacturer, Ezra Harlow, who lived in the district seventy-five years, Patrick J. Mullen, John T. Osborn, William D. Rockwood, who was connected with the South Boston Savings Bank at the time of his death, Col. Albert J. Wright and others.

Leading men of to-day, who point with pride to their school days in the old Hawes school, are Charles T. Gallagher, one of Boston's leading lawyers, Charles O. L. Dillaway of the Mechanics' Bank, W. E. L. Dillaway, his brother, a well known lawyer, Rev. William Gallagher, formerly principal of Williston Seminary at Easthampton, and later president of Thayer Academy of Braintree, Rev. John W. Brownville, George B. James, editor and proprietor of several newspapers, Charles L. James, Edward B. James, Elisha F. James, lumber dealers, all sons of Benjamin James, C. James Connelly, a prominent resident of South Boston, Edwin B. Spinney, for thirty years in the assessors' and collectors' departments, Joseph A. Plumer, a veteran clerk in the assessors' department, Albert T. Whiting, once police commissioner of Boston, Sergt. Winslow B. Lucas of police division 4, William C. Greene and

George D. Burrage, well known lawyers, Mayor Edwin A. Sherman of Oakland, Cal., Galen Poole, Lewis Bird, John Q. Bird and Henry C. Bird, Francis E. Blake, treasurer of the Wheelwright Paper Company, John W. Blanchard, treasurer of the Blanchard Machine Company, Francis C. Hersey of the Hersey Manufacturing Company, Osborne Howes of the Board of Underwriters, Bernard Jenney of the Jenney Oil Company, and his son, Francis H. Jenney, George H. Cavanagh, bridge builder, Alpheus M. Stetson and John A. Stetson, James B. Rogers, William S. Crosby, Timothy J. Remick, Amos T. White and Samuel C. Rowell, leading merchants, Ubert K. Pettingill, head of a big newspaper advertising agency, Frederick P. Laforme, Henry L. Bates, James Bates, Nehemiah P. Mann, Albert W. Mann, Robert F. Means, John H. Means, Francis E. Park, James H. Rush, Oliver B. Stebbins, James H. Stark, James T. Tighe, William P. Cherrington, Anthony W. Bowden, Miles P. Carroll, William H. Dailey of San Francisco, Cal., George V. Field, Hollis R. Gray, Capt. Michael J. Kiley, William S. Locke, Frank K. Neal, Col. Henry W. Wilson and scores of others.

CHAPTER XXVIII.

PROMINENT RESIDENTS OF THE NINETEENTH CENTURY.

Joseph Woodward — Cyrus Alger — Abraham Gould — Samuel Blake — Isaac Adams — Noah Brooks — Hall J. How — Josiah Dunham — John H. Bird — Romanus Emerson — Thomas Cains — Thompson Baxter — Mary Baxter — Mary S. Peavey — Business and professional men.

AN entire volume devoted to the subject alone would not suffice to dwell upon the good works and characteristics of the leading residents of the nineteenth century, who, in various ways, have done their part, little or great as it may have been, to better the district and help the community.

So, in the brief space devoted to this chapter, but very few of the public spirited men can receive attention, notwithstanding that hundreds of others, whose names do not appear, may have been equally as prominent.

Joseph Woodward was really the founder of South Boston. As Rev. John White was mainly responsible for the early settlers coming to our shores, so was Joseph Woodward the first one who foresaw the future greatness of South Boston, urged annexation, and encouraged the building up of the district.

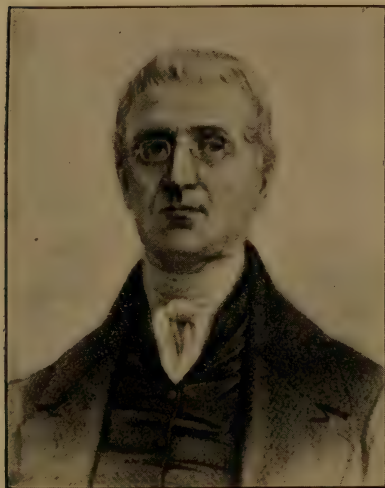
Born in Hingham, Mass., November 15, 1758, most of his early years were spent in Sherborn, with his maternal grandfather, Mr. Joy, and early in life he learned the trade of silversmith. After many changes, he took up his home in Tewksbury, and in the fall of 1803, while in Boston, he wandered to Wheeler's Point, at the foot of South Street, and, gazing across the water to the peninsula, now South Boston, became convinced that Boston must spread in that direction.

He immediately made known his project to Messrs. Otis, Greene and Judge Tudor, as mentioned in a preceding chapter, and the year after, 1804, annexation occurred. He was also a leader in the agitation for the bridges and many other public improvements.

Mr. Woodward, for twenty years, was the only Justice of the Peace in South Boston. He was a man of strong religious feeling, was always a friend of the clergy, and fond of their society. He died in Leominster, whither he had removed, June 29, 1838.

Cyrus Alger has been mentioned several times in preceding chapters, yet, too much cannot be said of his magnificent character, his desire, in fact, love, to do acts of kindness for the community in which he lived. He was continually making improvements, spending his money for the people, ever zealous for the interests of his employes,

and it is therefore but natural that he had a wonderful influence in the community. He attracted business to the section, and, being the largest land holder in the district, encouraged every improvement.



CYRUS ALGER.

Mr. Alger was a member of the Common Council the first year of the city government (1822), and served as Alderman during a portion of 1824 and in 1827. He died February 4, 1856, and was buried in the cemetery on Emerson Street. His body, however, was afterward removed elsewhere.

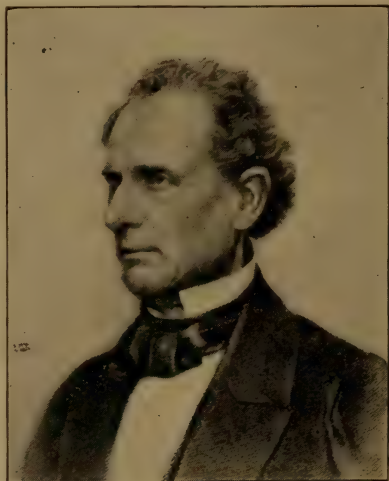
Abraham Gould resided in Dorchester until the annexation. His wife, Susannah Foster, was the daughter of James and Mary Foster, and a lineal descendant, in the fifth generation, of Hopedill Foster. The title to a large portion of the Foster estate passed to Mr. Gould by his wife, and, by purchase, in connection

with his brother-in-law, Benjamin Foster. The estate was bounded by Dorchester, Sixth and D Streets to the water.

Mr. Gould died in 1840, at the age of 85.

Samuel Blake, a descendant of the original Blake family, moved to South Boston in 1835, and built a handsome house on the old Blake estate at the Point. Like his ancestors, Samuel was a successful business man, of sound judgment, respected by all who knew him, and an exemplary citizen. He died January 17, 1853.

Isaac Adams, the inventor of the make of printing press bearing his name, lived on Broadway, near A Street, and it was in the shop on Foundry Street, near the works of the South Boston Iron Foundry, that he perfected the invention, and, with his brother, Seth Adams, manufactured sugar refining machinery and other iron goods. He was a highly respected citizen, a Democrat in politics, and took a prominent



ISAAC ADAMS.

part, as president of the Democratic association, in 1851, in endeavoring to stop the intimidation of workmen.

Noah Brooks, one of the earliest of South Boston's shipbuilders, is also mentioned elsewhere in this volume. He was a brother-in-law of Samuel Kent, who was superintendent of the yard of Lincoln and Wheelwright. Capt. Brooks was prominent in the early history of the district. Although born in Scituate, Mass., he was a resident of South Boston more than thirty years, and did much, by his active and energetic spirit, to advance the best interests of the place. He was a large subscriber to the Free Bridge, and one of the committee for building that structure. He was several times a member of the Legislature and of the Common Council, and in every measure of public reform, he either took the lead or was right in line for the best obtainable for the district.

Hall J. How was a resident of the district nearly a score of years. In early life he came to South Boston from a New Hampshire town and was the originator and forwarder of many important enterprises which have contributed to the improvement of the district, among them being the erection of the Mt. Washington Hotel, the incorporation of the Boston Wharf Company and the building of the North Free Bridge. Mr. How died August 17, 1849, leaving a family of six sons and five daughters.

Josiah Dunham came to South Boston at an early age and first commenced the manufacture of cordage, on his own account, in a ropewalk on Boylston Street. In 1807, possessed of several acres of land in South Boston, he built there, in the vicinity of B and Fifth Streets, a handsome residence and ropewalk where he continued to manufacture cordage until 1853. During all the years he lived in South Boston he was engaged in erecting dwellings and stores, and is said to have been the builder of more houses in the district than any other one man in his time. He was in the Common Council of 1833, and the three succeeding terms was in the Board of Aldermen. While an alderman he did much to have the streets of the district properly graded.

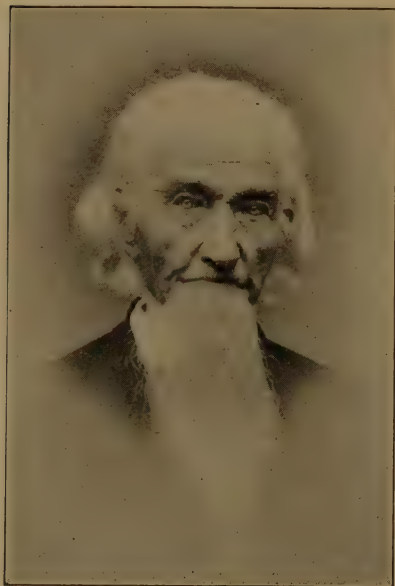
It was Josiah Dunham, who, in 1823, when the Phillips Congregational Society was formed, built the house on Fourth Street for their meetings, a picture of which is on page 129 of this book.

Mr. Dunham died April 28, 1857, little more than 82 years of age.

John H. Bird was the son of Jonathan Bird, before mentioned, and lived in the Bird house on Fourth Street. He took a deep interest in everything that concerned the welfare of South Boston. June 10, 1835, he met with a sudden death. While boarding a vessel which was about to sail, he fell from the gang plank, struck his head upon a spar, and was instantly killed.

Romanus Emerson was one of the residents of "The Village" on Emerson Street, near K Street. He lived in South Boston more than forty years, arriving in 1808, and kept a small grocery store in addition

to following his trade of carpenter. During his time he witnessed many changes and improvements in the district. He, himself, was



DANIEL SIMPSON.

forward in every movement for social reform, and took a deep interest in the moral progress of society. In the closing days of his life he was zealously engaged in the temperance and anti-slavery movements. He was of an easy, quiet disposition, and his temper was not quickly ruffled. He was especially peculiar in his views of religion. Toward the close of his life he renounced all religious opinions whatever, deliberately holding to his speculative belief. He died October 10, 1852, at the age of 70.

Daniel Simpson, well known as the "drummer boy," was an old resident of the district. He was a drummer boy in the Mexican and Civil Wars, and for sixty-eight years was connected with the Ancient and Honorable Artillery Company as drummer. He died toward the close

of the century, about ninety-five years of age.

Thomas Cains, glass manufacturer, arrived in South Boston in 1812, and soon afterward started the Phoenix glass works at the foot of B Street. No resident of the district was held in higher esteem than he, and his home was one of the handsomest in the district. He had five daughters and two sons, of whom Joseph and William Cains are the only ones now living. Susan Cains married William Johnston, who afterward was a member of the firm of Cains; Harriet Cains married Joseph Storey; Mary Cains married John Kelly; Rebecca Cains married Andrew Riley, and Annie Cains married Benjamin Means. William Cains, one of the sons, attended the Hawes school in its early days, and entered his father's business in 1832.



THOMPSON BAXTER

Thompson Baxter, born in Boston, March 12, 1815, moved to South

Boston five years later. He attended the old Hawes school, graduating with the class of 1827, and then secured a position in the Columbia National Bank, first as clerk and later as bookkeeper, where he remained a great many years. He was a member of the Hawes Unitarian Congregational church, and occupied many church offices. He was a trustee of the Hawes fund, and one of South Boston's most estimable citizens. He was a member of Bethesda lodge, No. 30, I. O. O. F., the Hawes School Association, Bernice Rebekah Lodge and Mt. Washington Encampment, I. O. O. F. For many years he lived at 27 G Street, where he died, May 28, 1900, mourned by all who knew him.

South Boston has also had many remarkable women, not the least important of whom was Miss Mary Baxter, sister of Thompson Baxter, and grand-daughter of Abraham Gould, one of the pioneer settlers of South Boston. She was an accomplished lady and a beautiful character. For several years she kept a private school on E Street, between Broadway and Silver Street. She died about 1891.



MISS MARY BAXTER.



MRS. MARY S. PEAVEY.

Mrs. Mary S. Peavey, born in Hollis, Me., May 16, 1795, died in South Boston, at the home of her daughter, Mrs. J. W. Tower, 11 Atlantic Street, in June, 1901, at the age of 106. Mrs. Peavey, in her girlhood days, attended school at Tuftonboro, N. H. Here she met and married Mr. M. D. Peavey, and in 1845, on the death of her husband, she removed to South Boston. Up to within a few years of her death she spent much of the summer season at her old home.

Mention must be made of E. H. Brainerd, who for many years manufactured carriages at the corner of Sixth Street and Dorchester Avenue; of Sumner Crosby, who occupied many positions of public trust in the Common Council, the Legislature and the Senate; Otis D. Dana,

wholesale hardware dealer ; Benjamin Dean, who once represented the district in Congress ; Henry A. Drake, for whom the Drake school was named, and who was a son of Jeremy Drake, another well known citizen ; Josiah Dunham, senior and junior ; William H. Harding, once master of the Lawrence school ; Dr. Samuel G. Howe, of the Perkins Institution for the Blind ; Benjamin James, a full account of whose usefulness as a citizen is recorded elsewhere in this volume ; George B. James, son of Benjamin, well known in the newspaper world ; Vincent LaForme, a member of the Pulaski Guards in 1846, commissioner of public institutions in 1889, 1890 and 1891 ; William McCullough, the first florist in South Boston, who had charge of the Public Gardens in 1847 ; Dr. Liberty D. Packard, once a member of the school committee ; John Souther, head of the Globe Iron works ; Gilbert Wait, for whom Wait's hall was named ; Hon. Patrick A. Collins, who began his long, eventful and excellent career in public life as a member of the Legislature from South Boston ; David Clapp ; Capt. Michael J. Driscoll ; Edward B. Rankin, the well known and able newspaper writer ; James Milligan, Ezra Perkins and Samuel R. Spinney, a well known State Street broker, member of the Board of Aldermen and afterwards Police Commissioner ; John J. McClusky, for many years bass soloist of the Cathedral choir and remarkable for his excellent character, lovable disposition and many acts of charity ; Capt. William Drew, who lived at the corner of E Street and Broadway ; William Dorr ; Solon Jenkins, deacon of the Baptist church, in the seventies ; Stephen Glover, a well known sea captain, who had two sons who also followed the sea ; Rev. Joseph Clinch, for twenty-seven years pastor of St. Matthew's Episcopal church and chaplain of the House of Correction ; Dr. Fogg, a leading physician of the district ; Rev. William A. Blenkinsop, for many years pastor of St. Peter and Paul's church ; Rev. T. J. Mahoney, of St. Augustine's chapel, a man of fine character ; John H. Keating, a soldier in the Civil War, who, while a member of the Forty-fifth Massachusetts Regiment, planted the state standard at Sherburn, North Carolina, the first flag to be placed on the top of the breastworks of the enemy in that memorable conflict.

Many of the old residents recall Josiah Stearns, first master of the Lawrence school, who afterward occupied a similar position in the Norcross school ; Levi Walbridge, who was in the furniture business on new Washington Street and Ezra Perkins, who carried on a cooperage business corner of C and Fifth Streets.

CHAPTER XXIX.

INDUSTRIES OF THE NINETEENTH CENTURY.

Industrial activity gradually lessens — Once leading manufactories obliged to close up or move to other fields — Causes — South Boston iron works — Adams' printing press and machine shops — Iron foundries — Globe locomotive works — The chain factory — Washburn's wire works — Brooks' ship yard — Glass making establishments — Dunham's rope works — Downer's kerosene oil works — The brick yard and other places.

SOUTH Boston, during its less than one hundred years of existence, has passed through many industrial epocs. At first but little attention was given, by the founders of the district, to the building of mills and factories, their desire being rather to make a residential section. From the outset, however, business enterprises were established, and fifty years after annexation there was no busier community in the entire country than South Boston.

Before and for a short time after the Civil War there was the greatest activity in industrial circles in the peninsula, and the entire country looked to South Boston for the most powerful guns, the swiftest vessels, the best of machinery, and the finest of glass and fancy ware. Thousands of men were employed, the din and clatter of the workmen's hammer were heard throughout the district, and the youth of the day loved to watch the chain making on Third Street, or the casting of guns in Alger's, or the launching of some big ship on the South Boston shore.

But soon there came a change. It was evident that such work was to leave this territory. The unavoidable expense of shipping coal and iron from the south and west soon compelled the manufacturers to change their location. It was impossible to compete with firms in a similar line of business elsewhere in the United States, and by 1880 there was nothing of the former clang of the hammer or anvil, and the old manufactories gradually disappeared.

More than one hundred thriving and busy workshops could easily be mentioned in a list of the leading manufactories of the nineteenth century, but space will not allow it. A few of the most important will, therefore, have to be sufficient.

South Boston Iron Works. This establishment was one of the first, and probably the greatest foundry that was ever located in South Boston. Its original location, corner of what is now E and Second Streets, was the first for any foundry in New England. Cyrus Alger, in 1809, formed a partnership with Gen. Winslow and erected that first building. In a few years Gen. Winslow retired in favor of his son, and

then Mr. Alger started in for himself, erecting a foundry on Fourth Street, near the bridge.

During the war of 1812, when Mr. T. H. Perkins was associated with him, Mr. Alger fulfilled many contracts with the government for guns and cannon balls. In other lines he did a big business, which increased so rapidly that he soon had to enlarge his plant. Mr. Alger purchased all the territory west of the Turnpike, from the North Free Bridge to a point opposite where now is Fifth Street, including all the flats in front of the sea wall, to the channel, or low water mark.



ALGER'S EXTERIOR FROM THE SOUTH BRIDGE, 1850.

After this purchase Mr. Alger repaired the sea wall and gradually filled up the flats, having in mind that immense plant which he succeeded in establishing a few years later.

In 1827, associating with George C. Thacher, William H. Howard and Caleb Reed, the latter as treasurer, Mr. Alger formed the South Boston Iron Company, improved his property, built a wharf and erected a new foundry building. Other shops were started in the vicinity, the land was improved and the entire flats inside of the commissioners' line, and west of Foundry Street, were filled in.

So rapidly did the Alger plant grow that by 1850 the South Boston Iron Works was the largest in the country. It consisted of a large brick gun-shop, a moulding and casting building, a pattern and cleaning shop, with several other necessary buildings.



ALGER'S FOUNDRY, EXTERIOR.



ALGER'S FOUNDRY, INTERIOR. CASTING GUNS.

One of the most expert and practical metallurgists in the United States, Mr. Alger succeeded in purifying cast-iron so as to give it triple the strength of ordinary cast-iron, the process consisting of removing the impurities from the metal while it was in a fluid state, and causing it to be much more dense.

For this specialty he received large contracts from the government for large cannon and mortars, his guns standing greater tests than any other manufactured in the country. The mortar gun "Columbiad," the largest gun ever cast in America up to 1850, was made under his personal supervision. He made great improvements in the manufacture of bombs, cast iron chilled rolls, by which the part, subject to the most wear, was chilled hard.

Not only in iron work did he excel. The first perfect bronze

cannonever made for the United States Ordnance Department was made by him, and another for the State of Massachusetts.

In 1829, with several capitalists of Halifax, Mr. Alger built the first smelting fur-



SOUTH BOSTON IRON FOUNDRY. 1875.

nace in the British Provinces, the machinery for which was made at the South Boston works.

Mr. Alger was the first employer in South Boston to introduce the ten hour system in his works, and in many other ways he endeared himself to his employees.

Adam's Printing Press and Machine Shops.—For many years this establishment was one of the leading shops in the district, and employed hundreds of men. It was located just north of the Alger foundry, in the vicinity of what is now Engine 15. This firm turned out, in large quantities, printing presses, book machinery, sugar mills, steam engines and steam boilers. It was this firm that first invented the famous Adams press, the conception of Isaac Adams, which has so revolutionized printing. The Adams works were established in 1836 by Seth Adams, the well known sugar refiner (brother of Isaac).

Fulton Iron Foundry.—George C. Thacher, previously associated with Mr. Alger, originated the Fulton Company, and with him were Thomas Thacher, his brother, and William G. Billings. In 1836 the corporation was formed and the works were built on Foundry Street, between what is now the Broadway Bridge and Federal Street Bridge. A year after starting, the works were enlarged, and again in 1842.

Still the business increased until it was a close second to the famous Alger foundry. The land occupied by the company extended over three acres, with excellent water facilities, and every conceivable apparatus for iron castings. Large castings for the steamer Saranac were made by the Fulton Company, and their contracts for work were from all sections of the United States.

Globe Locomotive Works.—At the corner of First and A Streets, this business was first started in 1846, by Messrs. Lyman and Souther. In 1849, the latter purchased the former's interest and conducted the business under the name of the Globe Works, until May, 1851. In that year, business having increased, the plant formerly occupied by Jabez Coney, on Foundry Street, was leased, and in both places together more than three hundred men were employed. Mr. Souther had associated with him in 1852 and 1853, Joseph R. Anderson, during which period the works constructed the large borer for the tunnelling of Hoosac Mountain. The weight of this borer was more than one hundred tons and was the admiration of all who examined it.

In 1853 the establishment on A Street was greatly enlarged, and the following year a stock company was organized with John Souther as president and D. N. Pickering, treasurer. For many years thereafter the company turned out \$350,000 worth of machinery annually, such as locomotives, excavators, sugar mills, stationary engines, boilers and general machinery.

Coney's Foundry.—This foundry was in business from 1837 until 1850, when, owing to the illness of Mr. Coney, it was suspended and the shop closed. The two biggest contracts of this concern were the building of the iron steamer McLean, for the United States, in 1843, and five years later Mr. Coney contracted with the United States government to build the machinery for the war steamer Saranac, the hull of which was built at the navy yard in Portsmouth. N. H.

Harrison Loring Works.—Harrison Loring served his apprenticeship with Jabez Coney, and in 1847 commenced the manufacture of machinery on his own account. He was first located on West First Street, where he built the machinery for the steamer City of Boston, remodelled the machinery of the United States steamship John Hancock, and also built the screw propeller Enoch Train. In later years, removing to City Point, he had a large establishment on East First Street, near L Street, where he built several vessels for the United States government, notably the cruiser Marblehead, lighthouse stations and government tugs.

Union Works.—Next to the South Boston Iron Works was the establishment of the Union Works, of which Seth Willmarth was proprietor. Mr. Willmarth was in business but a few years, increasing steadily, until he made a contract for thirty locomotives for the Erie Railroad, and there being some difficulty about the payment for the same, he was obliged to suspend.

Bay State Iron Company.—The “rolling mill” was an establishment where hundreds of men were employed during South Boston’s palmyest days. Many of the present generation remember the large establishment on East First Street, between I and K Streets. For nearly half a century it did a flourishing business, and ceased operations in the eighties.

Ralph Crooker, who had been superintendent of the Boston Iron Company, started this establishment about 1840, and associated with him was John H. Reed, as treasurer. Railroad iron for tracks, and the like, was the principal article manufactured and the work was of a superior quality. For many years, so rushing was the business, that the works were going night and day. The process of rolling the steel was most interesting to strangers, hence the name “rolling mill.”

Cotton and Hill’s Chain Factory.—Corner of F and Third Streets was the large establishment of Cotton & Hill, where ship chains, and in fact, chains of all kinds, were rolled out. As the schoolboy passed the door he gazed in with wide open eyes as the big chain was taken from the furnace, red-hot, and hammered and tempered.

Washburn’s Wire Works.—On Dorchester Avenue was the wire works, devoted entirely to the making of wire in all shapes and sizes. The hammering of the iron into bars and drawing it into wire was done to the amazement of onlookers. Henry S. Washburn was the founder of the business, and he sold out to Naylor & Co., who conducted it many years.

Alger and Reed’s Forge.—Here were forged large anchors and other big work, and the establishment was located side of the wire works, near Broadway. Cyrus Alger was one of the promoters of this place, and it was conducted under the firm name of Alger & Reed until Mr. Alger’s death, when Edward Reed undertook to run it, but it soon passed into the hands of Francis Alger.

SHIPBUILDING.

Lot Wheelwright is said to have been the first shipbuilder in South Boston. He was building ships at the foot of Dorchester Street as early as 1818. It was not until 1822, however, that this began to be one of the leading industries of the district.

Capt. Noah Brooks came to South Boston, and in 1822 set up at the foot of F Street, and for many years did a big business in this line. His vessels were renowned, and sailed to all ports of the world. He employed a large number of men. Soon E. and H. Briggs affiliated with Mr. Brooks and the company built many ships. In 1847 the partnership was dissolved, Messrs. Briggs removing to the Point, and on East First Street, near K Street, built ships for more than a score of years. Among the largest of the vessels they built were the Newton, 450 tons; Reliance, 450 tons; Oxenbridge, 580 tons; Mary Glover, 650 tons; Berkshire, 650 tons; Southern Cross, 1000 tons;

Northern Light, 1050 tons; Cape Cod, 850 tons; Winged Arrow, 1150 tons; Meteor, 1150 tons; Golden Light, 1150 tons; John Land, 1150 tons; Bonita, 1150 tons; Cyclone, 1150 tons; Boston Light, 1180 tons; Star Light, 1180 tons; Grace Darling, 1240 tons; Cossack, 600 tons; Vitula, 1185 tons; Mameluke, 1300 tons; Fair Wind, 1300 tons; Alarm, 1200 tons; Joseph Peabody, 1200 tons, and the Asa Eldridge, 1300 tons.

As mentioned before, Harrison Loring was also in the shipbuilding business, in fact was the last one to build ships in South Boston.



SHIP BUILDING IN 1835.

Early in the century there were shipyards near the Turnpike, a short distance from the South Bridge. Then there was one on the south shore, foot of G Street.

GLASS MAKING.

Thomas Cains was the pioneer glass manufacturer of flint and ground glass in the United States. In 1811 he started the Phoenix Glass Works at the foot of B Street, where now would be the corner of B and First Streets. He soon removed to the opposite corner and extended his works and did a big business. After removing from the first location, Andrew Jones moved in and conducted a similar business, and there was interesting rivalry between the two for a few years, but finally Mr. Jones had to succumb. Mr. Cains had things, in this line,

all his own way for several years, but soon there was a spirited competition. William Cains, his son, was soon associated with him, and also a son-in-law, William Johnston. Mr. William Cains and Mr. Johnston conducted the business a few years, but on the death of Mr. Johnston, in 1857, the elder Cains again took up the reins and continued until his death in 1866. William Cains then conducted the business until 1870, when he retired to private life.

The Mt. Washington Glass Works was on Second, near Dorchester Streets, and for many years was conducted by Luther Russell. Later Jarvis and Cormerais had the business and scores of men were employed.



PHOENIX GLASS WORKS.

The American Flint Glass Works was on Second Street, owned by P. F. Slane. In April, 1843, he commenced business in the old glass-house of the South Boston Glass Company and gradually he developed and extended the business. His establishment was destroyed by fire in 1852, but he rebuilt, yet in 1853 it was again destroyed. Nothing daunted, he again rebuilt and spread his works until they covered 87,500 square feet.

The Suffolk Glass Works.—This establishment, at the foot of Mercer Street, is probably the best known to the present generation. It was started by Joshua Jenkins, who conducted it for fifteen years,

and it changed hands several times afterward. The old building, after remaining unused for many years, was burned in 1900.

MISCELLANEOUS.

Josiah Dunham's ropewalk, between Fourth and Fifth Streets, near C Street, was one of South Boston's thriving industries in the early days, employed several hundred men, and turned out a variety of rope for ships and general purposes.

Then there was Burton's ropewalk on Quincy Street, afterward named Bowen Street, between D and E Streets. This was started about 1840.

The Boston Cordage Company started business, corner of N and Sixth Streets, in 1887, but by 1896, owing to lack of business the establishment was closed.

The Norway Iron Works was built about 1845, and Mr. English had control for many years. It did a thriving business for forty years manufacturing all kinds of machinery and wire.



SUFFOLK GLASS WORKS.

Downer's Kerosene Oil Works was on First, near B Street, and was a hustling, lively place, until the great syndicate bought up all the oil places in the country. Jenney's Oil Works, corner of First and B Streets, has been in that location many years and is yet doing a big business.

Gerrish's brick yard on Broadway, between B and C Streets, covered a large tract of land and the kilns turned out thousands of bricks a week. Harris's brick yard was also a busy place. Osgood's brick yard was another establishment.

Some of the largest manufacturing establishments of the nineteenth century have been mentioned. But old residents remember just as distinctly the Mattapan Works, corner of A and Second Streets, where Putnam, Whittemore & Co. manufactured steam engines and planing machines; Thomas Earl's soap factory on the Turnpike where he made hard and soft soap; Howard's brass and copper foundry on Foundry Street, near the railroad crossing, where were to be had all kinds of brass, composition and copper castings; Brainerd's wagon factory corner of the Turnpike and Fourth Street; the Cuba Iron Company, the Suffolk Lead Works, the Plough Factory, Stevens, Ingalls & Co.'s brass foundry and P. A. Sylvester's machine shop.

CHAPTER XXX.

STATISTICS OF A CENTURY.

Population at various periods since annexation—Population, by precincts, 1895 and 1900—Real and personal estate valuations, tax, and number of polls at various periods since 1835—Representatives in the State government—Representation in the Board of Aldermen from beginning of the city.

The population of South Boston at various periods since annexation was as follows:—

1810,	354	1845,	10,020	1865,	29,363	1885,	61,534
1825,	1,986	1850,	13,309	1870,	39,215	1890,	66,791
1835,	5,595	1855,	16,912	1875,	54,147	1895,	67,913
1840,	6,176	1860,	24,921	1880,	56,369	1900,	67,809

Population, by precincts, showing losses and gains, 1895-1900:—

WARD 13.			WARD 14.		
	1895.	1900.		1895.	1900.
Precinct 1	3,678	3,279	Precinct 1	3,209	3,804
2	4,230	2,945	2	2,572	2,707
3	2,777	2,588	3	1,652	1,800
4	2,965	2,839	4	2,057	1,984
5	2,829	2,928	5	2,238	2,738
6	2,697	2,295	6	2,333	2,356
7	2,821	2,883	7	2,855	3,342
8	2,903	3,078	8	2,270	2,722
Total,	24,900	22,835	Total,	19,186	21,453.

WARD 15.		1895.	1900.
Precinct 1		2,409	2,109
2		2,340	3,071
3		2,537	2,794
4		2,345	2,040
5		2,331	2,123
6		2,172	2,121
7		2,244	2,923
8		2,245	2,519
Total,		18,623	19,700

The following table, showing the value of real estate, personal estate, total valuation, tax, and number of polls, is very interesting, and indicates the stages of growth :—

Years.	Real Estate.	Personal Estate.	Total Valuation.	Tax.	Polls.
1835	\$506,200	\$115,500	\$621,700	\$7,131 49	734
1840	753,400	155,500	908,900	11,583 40	1,027
1845	2,900,000	567,800	3,467,800	22,460 46	1,796
1850	4,542,000	762,600	5,304,600	39,810 40	2,160
1855	6,280,600	1,695,000	7,975,600	65,300 12	2,592
*1870	23,191,300	5,616,900	28,808,200	440,765 46	5,578
*1875	43,346,600	5,581,500	48,928,100	670,314 97	14,562
1880	26,996,800	4,014,500	31,011,300	456,171 76	13,769
1885	29,036,100	2,625,300	31,661,400	405,265 92	17,230
1890	35,439,700	2,444,300	37,884,000	503,857 20	18,101
1895	37,702,300	2,264,600	39,966,900	511,576 32	19,194
†1900	42,727,600	3,837,000	46,564,600	684,499 62	18,457

* The figures for 1870 and 1875 show the valuation and tax of wards 7 and 12, entire. A portion of ward 7, and included in these figures, was in the city proper, across the bridge. It was impossible to procure exact valuation for South Boston for these years.

† In 1900 a portion of ward 16 was in South Boston. Figures given here are of wards 13, 14 and 15 only.

Representatives in the State government in the last quarter century were as follows :

1875.—Senator Hugh J. Toland, 6th Suffolk; Representatives Thomas F. Fitzgerald, John B. Martin and James T. Mahony, ward 7; and Representatives Richard Pope and Thomas Johnson, ward 12.

1876.—Senator John F. Fitzgerald, 6th Suffolk; Representatives Lyman S. Hapgood and Alonzo Warren, ward 12; and Representatives Michael J. Croak, James F. Supple and Patrick Barry, ward 7.

1877.—Senator Thomas F. Fitzgerald, 5th Suffolk; Representatives James T. Mahony and James W. Fox, ward 13; Charles J. Noyes and Alonzo Bancroft, ward 14; Alonzo Warren and Martin T. Glynn, ward 15.

1878.—Senator Thomas Gogin, 5th Suffolk; Representatives James T. Mahony and John B. Shea, ward 13; Charles J. Noyes and Alonzo Bancroft, ward 14; Alonzo Warren and Stephen A. Stackpole, ward 15.

1879.—Senator John B. Martin, 5th Suffolk; Representatives James A. McGeough and T. F. Fitzgerald, ward 13; Charles J. Noyes and George H. Bond, ward 14; Alonzo Warren and John F. McMahon, ward 15.

1880.—Senator Alonzo Warren, 5th Suffolk; Representatives James A. McGeough and James T. Mahony, ward 13; Charles J. Noyes and George H. Bond, ward 14; George W. Bail and Frank A. Clapp, ward 15.

1881.—Senator John B. Martin, 5th Suffolk; Cornelius F. Cronin and James A. McGeough, ward 13; Charles J. Noyes and Arthur H. Wilson, ward 14; George W. Bail and Frank A. Clapp, ward 15.

1882.—Senator Charles T. Gallagher, 5th Suffolk; Representatives Cornelius F. Cronin and Dennis F. Brennan, ward 13; Charles J. Noyes and Arthur H. Wilson, ward 14; Henry C. Towle and Oliver G. Fernald, ward 15.

1883.—Senator James A. McGeough, 5th Suffolk; Representatives Cornelius F. Cronin and Francis O'Brien, ward 13; Horace L. Bowker and William H. Frizzell, ward 14; Oliver G. Fernald and Charles W. Donahoe, ward 15.

1884.—Senator Cornelius F. Cronin, 5th Suffolk; Representatives John J. Maguire and Francis O'Brien, ward 13; Edward F. Hoynes and Horace L. Bowker, ward 14; Michael J. Creed and Henry E. Hosley, ward 15.

1885.—Senator Henry F. Naphen, 5th Suffolk; Representatives John J. Maguire and Robert C. Murray, ward 13; Richard F. Tobin and John A. Collins, ward 14; Michael J. Creed and William Corbett, ward 15.

1886.—Senator Henry F. Naphen, 5th Suffolk; Representatives John J. Maguire and James Sullivan, ward 13; Richard F. Tobin and John A. Collins, ward 14; Michael J. Creed and Peter J. Reardon, ward 15.

1887.—Senator Oliver G. Fernald; Representatives James E. Pray and James Sullivan, ward 13; David J. Hagerty and Charles J. Noyes (Speaker of House), ward 14; Michael Garity and Peter J. Reardon, ward 15.

1888.—Senator John A. Collins; Representatives Thomas F. Sullivan and Edward J. Leary, ward 13; David J. Hagerty and Charles J. Noyes (Speaker of House), ward 14; Michael Garity and Frank F. Woods, ward 15.

1889.—Senator John A. Collins; Representatives Edward J. Leary and Michael J. Moore, ward 13; Robert F. Means and John H. Crowley, ward 14; William S. McNary and Joseph Nolan, ward 15.

1890.—Senator Michael J. Creed; Representatives Michael J. Moore and Jeremiah J. McNamara, ward 13; Robert F. Means and George H. Bond, ward 14; William S. McNary and John B. Lynch, ward 15.

1891.—Senator William S. McNary; Representatives Daniel McCarthy and Jeremiah J. McNamara, ward 13; Charles J. Chance and Richard F. McSolla, ward 14; John H. Coffey and John B. Lynch, ward 15.

1892.—Senator William S. McNary; Representatives Daniel McCarthy and Thomas A. Quinn, ward 13; Charles J. Chance and Richard F. McSolla, ward 14; Joseph J. Casey and John B. Lynch, ward 15.

1893.—Senator Edward J. Leary; Representatives Joseph J. Kelly and Thomas A. Quinn, ward 13; James F. Gleason and Daniel J. Kinnaly, ward 14; William H. McMorrow and Enoch J. Shaw, ward 15.

1894.—Senator Edward J. Leary; Representatives Joseph J. Kelly and Michael P. Geary, ward 13; James F. Gleason, and Daniel J. Kinnaly, ward 14; William H. McMorrow and Joseph J. Casey, ward 15.

1895.—Senator William H. McMorrow; Representatives James A. Gallivan and Michael P. Geary, ward 13; Daniel J. Barry and Joseph J. Norton, ward 14; James F. Creed and John G. Horan, ward 15.

1896.—Senator William H. McMorrow; Representatives James A. Gallivan and James S. McKenna, ward 13; Daniel J. Barry and Joseph J. Norton, ward 14; James F. Creed and Michael J. Reidy, ward 15.

1897.—Senator James A. Gallivan; Representatives James S. McKenna and James B. Clancy, ward 13; John E. Baldwin and John J. Toomey, ward 14; John A. McManus and Michael J. Reidy, ward 15.

1898.—Senator James A. Gallivan; Representatives Hugh W. Bresnahan and James B. Clancy, ward 13; John E. Baldwin and David J. Gleason, ward 14; William Kells, Jr., and John A. McManus, ward 15.

1899.—Senator John E. Baldwin; Representatives Hugh W. Bresna-

han and Frederick C. Mahony, ward 13; Michael J. Sullivan and John J. Toomey, ward 14; William Kells, Jr., and Daniel V. McIsaac, ward 15.

1900.—Senator John E. Baldwin; Representatives Michael J. Lydon and Frederick C. Mahony, ward 13; Michael J. Sullivan and David J. Gleason, ward 14; Daniel V. McIsaac and William S. McNary, ward 15.

1901.—Senator James B. Clancy; Representatives Michael J. Lydon and William J. Sullivan, ward 13; Daniel J. Barry and Edward L. Logan, ward 14; John D. Fenton and William S. McNary, ward 15.

Represented in the Governor's Council.—1886 and 1887, by Col. Lawrence J. Logan; 1901, by Jeremiah J. McNamara.

Represented in Congress.—1883, 1884, 1885, 1886, 1887, and 1888, by Patrick A. Collins; 1900 and 1901, by Henry F. Naphen, re-elected for 1902 and 1903.

South Boston has been represented in the Board of Alderman since Boston became a city in 1822, as follows:

1824 Cyrus Alger	1869 Benjamin James,	1885 Oliver G. Fernald
1827 Cyrus Alger	(chairman)	1886 William P. Carroll
1831 Adam Bent	Walter E. Hawes	Charles M. Brom-
1834 Josiah Dunham	William T. Van	wich
1835 Josiah Dunham	Nostrand	1887 William P. Carroll
1836 Josiah Dunham	1870 Walter E. Hawes	Charles M. Brom-
1837 Thos. Richardson	Christopher —A.	wich
1838 Thos. Richardson	Connor	1888 William P. Carroll
1839 Thos. Richardson	1871 Not represented	(died Jan. 28)
1842 Larra Crane	1872 Stephen A. Stack-	James A. Murphy
1844 Larra Crane	pole	(from Feb. 28)
1845 Samuel S. Perkins	James Power	Samuel Kelley
1846 Thomas Jones	1873 James Power	1889 James A. Murphy
1847 Thomas Jones	Hiram Emery	Samuel Kelley
1849 Samuel S. Perkins	Solomon B. Steb-	1890 Edward J. Leary
1850 Samuel S. Perkins	bins	Thomas W. Flood
1852 Benjamin James	1874 James Power	1891 Edward J. Leary
1853 Benjamin James	Solomon B. Steb-	Thomas W. Flood
1854 Josiah Dunham, Jr.	bins	1892 Edward J. Leary
1855 Josiah Dunham, Jr.	1875 James Power	Thomas W. Flood
1856 Eben Jackson	Solomon B. Steb-	1893 John J. Maguire
1857 Benjamin James	bins	Thomas W. Flood
1858 Benjamin James	1876 Solomon B. Steb-	1894 Not represented
1859 William W. Allen	bins	1895 Thomas W. Flood
1860 Harrison O. Briggs	Choate Burnham	(at large)
1861 Samuel R. Spinney	1878 Solomon B. Steb-	1896 Not represented
1862 Samuel R. Spinney	bins	1897 Josiah S. Dean
1863 Samuel R. Spinney	Lewis C. Whiton	Milton C. Paige
1864 Nathaniel C. Nash	1879 James J. Flynn	(at large)
George W. Sprague	1880 James J. Flynn	1898 Milton C. Paige
1865 Nathaniel C. Nash	1881 James J. Flynn	Joseph J. Norton
George W. Sprague	(until Mar. 21)	(at large)
1866 Benjamin James	1882 Charles H. Hersey	1899 Not represented
Gilbert Wait	1883 Thomas H. Delvin	1900 Michael W. Norris
1867 Benjamin James	1884 Oliver G. Fernald	Joseph J. Norton
Walter E. Hawes	1885 Jeremiah H. Mul-	1901 Michael W. Norris
1868 Benjamin James	lane	Joseph J. Norton

HISTORY OF CASTLE ISLAND.

BY EDWARD P. B. RANKIN.

Oldest fortified place in continuous use in the United States — Situation — First steps to fortify the island — Capt. Nicholas Simpkins, first commander — Discontinuance of fort and removal of armament — Efforts to have the fort reconstructed finally successful — Committees visit the fort and report to the General Court — Capt. Davenport killed while in command — New fortification of 1701 — The Castle in 1757 — Events leading up to the Revolution — Increase in the armament, 1769 — Lord Percy and Twenty-ninth Royal Regiment ordered to the Castle — Landing of Lord Percy and troops at the island, intending to make an attack on Dorchester Heights — A storm prevents — Destruction of the fort by the British, March 20, 1776 — Occupation of the island by Washington's men under Col. Crafts — The island ceded to the United States — Visit of President John Adams — Proposed fort named "Fort Independence" — Duel at the island — Work on the present fort commenced in 1833 — Its part in the Civil War — Abandoned as a garrisoned fort in 1876 — Castle Island becomes a part of the Boston Park System — Converted into a mine and torpedo station during the Spanish American War — Fatal explosion of mines and explosives — Again added to the park system.

BOSTON having been the hot-bed of the Revolution, it is only natural that it should contain many points of great historic interest, and, in fact, it does, there being in and about the Hub more places that figured conspicuously in those troublesome times than in any other city, and Castle Island, known in those days as "The Castle," is by no means the least in importance.

Castle Island is the oldest fortified place that has been in continuous use in the United States. It has not seen any great active service in recent years and would be of little value in modern warfare. The government has always maintained an ordnance sergeant there, and, at the breaking out of the Spanish American war, it took full possession of the island and used it as a mine and torpedo station.

Castle Island is situated in Boston Harbor about two and one-half miles south-east of Boston and about two-thirds of a mile east of South Boston. It is a small island, containing about twenty-one acres. According to old records it was the property of Massachusetts during its Colonial and Provincial times until ceded to the United States by the Commonwealth in 1798.

Shortly after the settlement of Boston the civil authorities gave their attention to fortifying the place and the first movement toward this end is chronicled in the journal of Gov. John Winthrop under date of July 29, 1634, in which he states, that the governor and council with others met at Castle Island and there agreed upon erecting two platforms and a small fortification, and Roger Ludlow was selected as overseer of the work.

It was decided to petition the General Court to provide for these, and a committee consisting of Messrs. Thomas Beecher, William Pierce, and Robert Moulton succeeded in getting the following order through the General Court the subsequent September :

“That there should be a platfforme made on the north-east syde of Castle Ileland, & an house built on the topp of the hill to defend the said platfforme.”

This much being accomplished, a committee was next appointed to select the site for the fort and to arrange for the plan of work. The committee appointed comprised Capt. John Underhill, Daniel Patrick, John Mason, William Trask, Nathaniel Turner and Lieuts. Robert Feakes and Richard Morris. The committee soon had its plans arranged and the work began.

There evidently was much interest in the undertaking as is shown by a vote passed by the General Court, March 4, 1634, “That the ffort att Castle Iland nowe begun, shalbe fully pfected, the ordnance mounted & evry other thing aboute it ffinished, before any other ffortificacon be further proceeded in.”

There were many orders in the early colonial records regarding the impressment of men to work on the fort, one of which, issued November 3, 1635, passed by the General Court, required the towns of Dorchester, Roxbury, Boston, Newton, Watertown and Charlestown to provide two men weekly for this purpose, to be paid out of the treasury of the colony. The records show that though remiss at times the task required was performed and the fort was finally completed and supplied with the necessary ordnance, munitions and garrison.

It is evident that a commander was appointed before the fort was finished as Capt. Nicholas Simpkins (or Simkins) was the first commander of the fort, being in charge up to the latter part of 1635, when, owing to a deficiency in his accounts, he was removed by the General Court and Lieut. Edward Gibbons was appointed in his stead. Lieutenant Gibbons, however, was removed in turn and was succeeded by Lieut. Richard Morris, January 12, 1637.

From incidents which occurred during his life he appears to have been a man of much determination. During his command it is recorded that three ships upon coming up the harbor, having sailed from Ipswich, with three hundred and sixty passengers, on passing the island, were ordered to give an account of themselves. The last one for some reason failed to obey the summons and the gunner at the fort was ordered to put a shot across her bows. The shot, however, struck in the shrouds, killing a passenger.

The governor charged an inquest the following day, and the testimony offered by the defence was to the effect that the powder on the touch-hole was damp and did not burn promptly, and that, in the meantime, the vessel, under the influence of the tide, and with a fresh wind, had gained considerable headway, which resulted in the shot taking

effect in the rigging. The decision reached was, "That he came to his death by the providence of God."

Lieutenant Morris was not long in command, his downfall being brought about through ordering the red cross in the flag to be cut out, which act was carried out publicly. For this he was relieved of his command. Later, through the support he rendered Mrs. Ann Hutchinson in her theological disputes, he was disarmed November, 1637, and was finally banished from the colony in September, 1638, and went to Exeter, New Hampshire.

During this time the fort was evidently left to the care of the master cannoneer, as the next person appointed to command the work was Captain Robert Sedgwick, who was not commissioned until June, 1641. During the interim the fort had fallen into decay, due greatly to the poor quality of lime used in its construction, which was obtained from burnt oyster shells.

There was much dissatisfaction over the structure even when Lieut. Morris was in command, and the General Court, by a vote passed March, 1637, concluded to abandon it. This was reconsidered May 2, and it was agreed to allow individuals to garrison and maintain the fort, if they would notify the court as to their willingness within eight days.

This was apparently done as the fort was repaired and carried along. One hundred pounds and two hundred and fifty pounds were obtained from the colony at different times, the last amount being used for the construction of a house and repairing the batteries.

Besides these appropriations a grant was allowed for the removal of wood from the other islands in the harbor, but even this assistance was not sufficient to maintain the fort, and it gradually fell into decay, and finally, May 10, 1643, orders were issued for its discontinuance and for the removal of the ammunition and ordnance which were to be taken to Ipswich, Charlestown and Cambridge.

A committee was subsequently appointed to let the island, which was done, a part of the record reading, "the Court gave Castle Island & the house there to Capt. Gibbons, unlesse it bee implied to publiq use for fortification at any time hereafter."

Little did they think how soon the lack of protection and the imperative necessity of a defensive work on the island would be forced upon them. It was but a month after the discontinuance of the fort, and while the Governor and his family were on their island (Governor's Island), that La Tour sailed up Boston harbor in a vessel of one hundred and forty tons, and carrying, including the crew, one hundred and forty persons.

Though peace existed between the French and English at the time, there was some doubt about La Tour, whose vessel was recognized as soon as she came within sight. On coming abreast of Castle Island several guns were discharged from the vessel.

Immediately there was much confusion on shore. Citizens in

Boston and Charlestown, in response to signals, promptly armed themselves. Three shallops, filled with armed men, went to Governor's island and brought him to his residence in Boston, and for a time there was great commotion. It was all unnecessary, however, for La Tour, in coming abreast of the island, simply discharged his guns as a salute, expecting one in reply, but there were neither guns, ammunition nor garrison with which to extend the expected courtesy.

The occurrence had a great effect upon the people, however, the Governor referring to the incident as follows: "But here the Lord gave us occasion to notice our weakness." Continuing, he said, "If La Tour had been ill-minded toward us, he had such an opportunity as we hope he nor any other shall have the like again; for coming to our Castle and saluting it, there was none to answer him, for the last Court had given orders to have the Castle-Island deserted, a great part of the work being fallen down, so as he might have taken all the ordnance there. Then, having the Governor and his family, and Captain Gibbons' wife, etc., in his power, he might have gone and spoilt Boston, and having so many men ready, they might have taken two ships in the harbor, and gone away without danger of resistance."

Even though La Tour's visit made such an impression, it was impossible for the people of Boston to take any action regarding the restoration of the work, as it was by an order of the General Court that it was discontinued and deserted. A meeting of residents of Boston and neighboring towns was held, however, and it was decided that the place must be fortified. Nothing could be done at that time as the General Court was not in session. Fortunately, five of the neighboring Indian tribes petitioned about this time to voluntarily submit themselves to Massachusetts, and in order that this matter might be acted upon, a special session was accordingly held.

This gave the looked for opportunity and six towns, Boston, Charlestown, Roxbury, Dorchester, Newton and Watertown, appointed representatives, who, receiving the endorsement of the governor and the ministers and elders of the church, went before the General Court and petitioned that the fort at Castle Island be repaired and carried on.

Their efforts, however, were fruitless, and even when they asked for the privilege of repairing and continuing the place as a fortification, the request was received with considerable opposition, it being charged that it would be of little use against a strong enemy, and that even though it was repaired and garrisoned, that there was a course open by Bird Island by which access to the inner harbor could be obtained.

Their persistence, however, overcame the objectors, and not only did they obtain the privilege they asked but were granted permission "to take back unto the said iland such ordnance & ammunition as was lately fetched from thence, or so much thereof as they shall make use of, any former order to the contrary notwithstanding."

Furthermore, a promise was made by the Court, that when the

batteries had been repaired, the ordnance mounted and a fortification, fifty feet square, constructed of stone, timber and earth, with a wall ten feet in thickness and of proportionate height, that one hundred pounds per annum would be appropriated for its maintenance.

In addition to this the Court appropriated one hundred pounds to be used in making Bird Island passage secure, the appropriations to be paid on the completion of the work. All this was done with the proviso that the place should still be under the control of the General Court, the towns having the privilege of appointing a commander.

The work of repairing was begun, but, notwithstanding the strong desire for a proper fortification at this place, the towns were so delinquent in providing men, labor and supplies, that it was frequently necessary for constables to serve orders of the Court upon them. Boston, though negligent at times, agreed, January 10, 1643, to provide all the timber and place it in position on the top of the hill, providing the other towns would go on with their parts of the work, also offering inducements to secure ten families to make their residence there.

In the meantime the Court sent five barrels of powder and a quantity of shot to the island to be used in defence of the place and the proper salutation of vessels. Action had also been taken regarding the appointment of a commander, and from the records it appears that the name of Thomas Coytmore of Charlestown, was proposed, May, 1644. He was not accepted, however, and Lieutenant Richard Davenport was chosen, November 13, 1644, and commissioned in July, 1645.

The Court at the same time appropriated fifty pounds for a house for the commander. Shortly afterward one hundred and twenty pounds were appropriated, one hundred of which was to be expended in the reconstruction of the fort, and twenty for a boat. The five towns, Boston, Charlestown, Roxbury, Dorchester and Cambridge, were to support him, Watertown being relieved of this task for some reason.

In response to several questions put to the Court by Lieutenant Davenport, before he assumed his responsibility, he received the following answers: His garrison would consist of twenty men for eight months in the summer season, the number to be reduced to ten for the winter, commencing in November; he would be allowed to come to town every other Sunday; he was to take care of the garrison as his own family; one half of the garrison only could come to town on the Lord's day; he would have one-third of the island for his own use, one-tenth for his gunner, and the remainder for his garrison; that he should send a boat to and examine every ship that approached the town; that he could cut wood from any of the islands not disposed of; that all trading vessels should be allowed to pass in and out of the harbor unmolested.

From the records it appears that an appointment to the command of the Castle brought with it a promotion in rank, as Lieutenant Davenport, after his appointment, was referred to as Captain Davenport.

Under his regime the fort and its garrison progressed, the five towns evidently giving it the proper attention.

On May 7, 1651, the court issued an order, the substance of which was, "that the old English colors being a necessary badge of distinction between England and other nations (till the State of England shall alter the same, which we much desire, we being the same nation), that the captain of the Castle, should advance the colors of England upon the Castle upon all necessary occasions." It will be seen from the above quotation that the old feeling against the red cross again manifested itself, and from the part Captain Davenport took in the Salem affair, in 1634, which he perpetuated by naming his daughter Truecross Davenport, it must have been a disagreeable sight for him to see this flag floating over the Castle.

Committees were regularly appointed to visit the Castle, observe the work and ascertain what the armament, military property, etc., consisted of, and the condition of affairs in general. The committee that performed this duty in 1651, in its report, stated that there were six murderers, two boats, a drum, two muskets and a suitable number of pikes for each soldier.

In the report of a similar committee, August 30, 1653, a report was made to the General Court that repairs on the fortification were necessary. This was subsequently followed by an order from the Court which called for the building of a small fort, the cost of which was not to exceed three hundred pounds. The records fail to show positively that this fort was erected, but from an order of the Court in November, 1659, in response to a bill presented by Captain Davenport, for repairing the new Castle, it is presumed that this was actually for the fulfilment of the order of August, 1653.

In the meantime, October, 1654, another committee had visited the Castle and in its report stated that one of the boats had been lost and a drum destroyed, but the captain was exonerated from any blame in the loss. On January 28, 1655, the town of Boston loaned Captain Davenport a bell, the same having been the gift of Captain Cromwell.

The following May another attempt was made to finish the Castle and to improve its equipment. Thus matters progressed until July 15, 1665, when Captain Davenport, while lying upon his bed in his room, was killed by lightning during a heavy storm, while three others were injured. Captain Davenport was the only commanding officer ever killed while in command of the Castle.

A new commander, Capt. Roger Clap, was then appointed, being commissioned August 10, 1665, and shortly after his appointment the Court did much to improve the work.

The promptness with which the Court acted was evidently a result of the intelligence that the Dutch naval commander, De Ruiter, had arranged to sail from the West Indies for Boston, to attack the town. De Ruiter sailed with this intent, but was driven off the coast by con-

trary winds, and instead of coming here he put into Newfoundland and did considerable damage there.

Captain Clap was greatly responsible for the many improvements made, however, as he was much interested in the Castle and endeavored in every possible way to have it kept in proper condition. As a result of his efforts, coupled with those of other influential citizens, the Court provided for a constant garrison which was to comprise a captain, a lieutenant and officers of lower rank, besides a squad of sixty-four men. In the appointment, the Court designated that Boston was to supply thirty men, Charlestown twelve, Dorchester twelve and Roxbury ten.

It seemed at this time that the fort, having been so well provided for, would eventually become a first-class defensive work, but it was visited by fire March 21, 1672, which resulted almost in the total destruction of the place. The powder and the officers' and soldiers' property were saved.

Despite this severe catastrophe the smouldering enmities between Holland and England stimulated the Court the following day to issue orders for a contribution of fifteen hundred pounds to replace the work, "as speedily as possible," bearing out this fact.

On May 7, of the same year, the Court issued the following order: "Having considered the awful hand of God in the destruction of the Castle by fire, do order and appoint, first: That there be a small regular piece erected where the old Castle stood (not exceeding sixty feet square within, or proportionable), for the defence of the battery and entertainment of such garrison as may be met; secondly, that the charge be defrayed by the late subscriptions and contributions to that end and what shall be wanting to their works be levied by a public rate, wherein those who have already contributed shall be considered according to what is already declared. And for the management of this affair and to conclude the matter and form of the said Castle and bring the same to a complete end as speedily as may be, the honored Governor, John Leverett, Esq., Captain William Davis, Captain Roger Clap, Captain Thomas Savage, and Mr. John Richards are appointed and empowered as a committee; and what shall be concluded from time to time, by any three of this committee, the honored Governor being one, it shall be accounted a valid act to the ends aforesaid."

Much credit is given Governor Leverett for the interest and care he manifested in its construction as well as the uninterrupted progress of the work, for, on October 7, 1674, the work had been completed, and the following order was passed by the General Court: "It is ordered that the whole Court on the morrow morning go to the Castle to view it, as it is now finished, and see how the country's money is laid out thereupon, and that on the country's charge."

This, as shown by a later record, was done, and the work met with general favor. Captain Roger Clap again assumed command and the

new defensive work, which had received the name of Fort William and Mary, in honor of the new king and queen of England, remained in his charge until 1686. This fort occupied the site now held by the present Fort Independence.

An appropriation of two hundred pounds, to be used in repairing the Castle, was made in May, 1678. In May of the following year a committee visited the work and in its report gave a description of the armament. There were twenty-three mounted guns above on the Castle and seven below in the battery and they reported that five small guns were wanted to clear the curtains above. From another record it appears that Captain Clap had a very small force of men at that time, there being but six, including himself and his gunner. How such a number of guns could be operated by so small a force the records do not reveal.

Again matters took an uninterrupted course regarding the Castle until King James II. commissioned Joseph Dudley over his New England dominions. Shortly after he deposed him and appointed Sir Edmund Andros in his stead. This was in 1686, and Captain Roger Clap, being unwilling to serve under the usurper, resigned his command and Captain John Pipon was appointed to the position. He remained in command until April, 1689, when he was relieved and Captain John Fairweather was appointed April 19, 1689, to fill the position.

Simon Bradstreet was appointed Governor, May 24, 1689, and a new charter was granted. Matters at the fort continued to run along without change, with the exception that from 1689 the fort came more directly under the dominion of the reigning monarch of England, it having been taken out of the hands of the people during Andros' brief governorship, and from that time on it was in charge of the Governor, or in his absence, the Lieutenant-Governor, or Deputy Governor, as he was sometimes called.

But little mention is made of the fort up to 1701, when, being in a decayed condition, an order was issued that the old works be torn down and new ones erected in their stead. Col. William Wolfgang Romer, the king's engineer, a man of undoubted engineering skill, had charge of the work and under his direction the new structure, constructed chiefly of brick and cemented together with mortar made with lime obtained from burnt oyster shells, was erected on the top of the hill between the east and west heads.

Col. Romer placed over the entrance to the new fort a white tablet twenty-five inches square which bore a Latin inscription, translated as follows: "In the thirteenth year of the reign of William the Third, most invincible King of Great Britain, France and Ireland, this fortification (called Castle William from his name) was undertaken; and was finished in the second year of the reign of the most serene Ann, Queen of Great Britain, France and Ireland, and in the year of our Lord 1703.

"Built by Colonel William Wolfgang Romer, chief military engineer to their royal majesties in North America."

The left hand portion of this stone is in a good state of preservation still, although the remainder has long since disappeared. It is understood that a small portion of the wall of this fort was retained when the present work was constructed, but it is completely hidden from view by the large granite blocks. This ancient relic, it is understood, comprises a small section of the rear wall.

The fortification of 1701 proved to be a work of defense worthy of the title, for it remained, with occasional repairs, in an excellent state of preservation until the Evacuation of Boston by the British in 1776, at which time it was badly injured by fire set by the retreating red-coats, the guns being dismounted and spiked and other damage done by them before they left, forever.

Captain Zachariah Tuttle, a military officer and also a member of the Ancient and Honorable Artillery Company, was commander of the new fort from 1710 to 1720. In this year it was found necessary to secure the east and west ends of the island from the action of the sea and a committee was accordingly appointed to investigate, and the following report was submitted November 15, 1720: "We have reviewed the works and find them well finished, and find it absolutely necessary that the east and west heads be well secured by good substantial wharves, and that there be new coverings for the guns at the lower battery to be ready for service." The report was subsequently accepted, and later the heads were protected by driving piles and the erection of wharves, and white oak carriages were made for the guns.

Captain Tuttle remained in command of the fort until succeeded by the Hon. William Drummer, Deputy Governor, and he in turn was succeeded by Captain John Larrabee, who was appointed commander in 1725.

Many committees visited the Castle about this time, and on one occasion, in 1732, Governor Jonathan Belcher, Lieut. Governor Spencer Phipps, with many gentlemen, escorted several sachems of the Cagnawaga Indians to the Castle, and when Lieut.-Gov. Phipps presented his bill to the Court, it refused payment, "for that it was not lodged within the time prescribed by law."

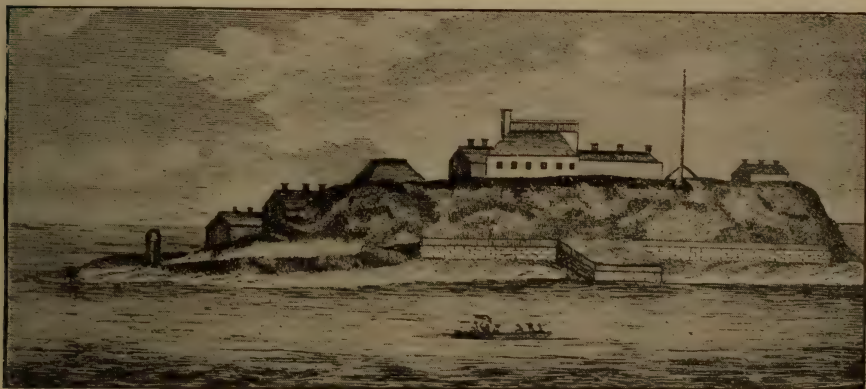
A proposition was offered in 1735 for the building of a new battery. A committee was appointed and submitted its report June 30, 1736, the substance of which was, that they found the works, including the platforms, carriages, copings and all wood work well done and in good repair, but the brick work was in poor condition, the mortar being soft and not holding to the stone properly.

The new battery was soon under construction, the site selected being at the end of the island about one hundred and fifty feet from the old work, and it was joined to the main fort by a platform and palisades. Committees frequently visited the Castle about this time

and many references are made in the old records regarding preparations for attack, the increase in armament and the enlistment of men.

In the spring of 1757 the King's council gave the command of the Castle to Sir William Peperell, who, on the arrival of Sir Thomas Pownal, August 3 of the same year, delivered the keys to him with some ceremony. Governor Pownal was a man who evidently took much interest in his new field of labor and was somewhat of an artist, as shown by his view of Boston drawn from Castle Island in 1757.

Some old charts of this time exhibit a pentagonal plan of the works, but if Governor Pownal's drawing is correct the works were quadrangular in form. The buildings were two stories in height, having large windows, and a striking feature of the picture was the large chimney which reached far above the buildings themselves. This latter was blown down during a storm, October 23, 1761. A view of a few years later shows the work and also the old beacon pole on the easterly side of the hill, which was used for signaling to the city proper.



CASTLE WILLIAM. 1757.

Besides the works already described, there was a block house at the north-westerly part of Castle Island, near the west head, while south of it, at the extreme westerly end, was the wharf, and at the southerly end was the old block house (thus named to designate it from the more modern structure). Both buildings were used at different times by the officers and men as a barracks. The north-easterly side, directly above East head, was occupied by Shirley's Battery, in close proximity to which were the two small wharves that stretched toward Point Shirley. This battery, which was of considerable size, commanded Pulling Point Gut.

From the history of the Castle one can trace the progress of events that actually lead up to the Revolution and the final overthrow of Britain's rule in the colonies. After Governor Pownal received the

keys of the Castle, Captain Hutchinson was appointed to command and apparently remained in charge until 1770, when the colonies were placed under martial law, and, by orders of General Gage, Captain Hutchinson was compelled to give up his position. During his command, however, there were many important changes in the Castle.

In 1764 the commander was created a port and quarantine officer, this act probably being introduced as a means of keeping the king better informed on the amount of commerce and thereby making him so familiar that he could better levy and collect taxes. Thus matters progressed at the Castle until 1768.

In this year, owing to the arrival of two British regiments from Halifax, by orders of General Gage, the military governor at that time, we find Governor Bernard and the King's council retiring in fear to the Castle to escape the wrath of the people. The trouble between the soldiers and the people continued, and, as it was evident that it would be but a short time before there would be open conflict, an order was issued in 1769 for an increase in the armament at the Castle.

The following year General Gage removed Captain Hutchinson from command at the Castle, and March 6, 1770, the remainder of the garrison was removed and succeeded by Captain Dalrymple and the Twenty-Ninth Royal Regiment. From this time on, only the most trusted soldiers of the King were allowed to garrison the Castle.

Though matters in Boston were assuming a more serious aspect daily, practically nothing of importance occurred there until after the evacuation of Boston. During the siege it is recorded that the gunners of the King occasionally bombarded Nook Hill with but little effect, and not infrequently did they turn their fire upon the house of Mr. Blake, at City Point, as he was known to be a patriot.

Being in the possession of the King's soldiers, vessels with supplies for the troops in Boston had no hesitation about passing in and out of the harbor, and in this regard it proved a benefit to the redcoats. When, after Washington had fortified Dorchester Heights and Nook Hill, and it became imperative for Lord Howe to drive him out or quit Boston, the Castle proved a welcome spot for Lord Percy and his followers, who were ordered to make an attack upon the place March 5, 1776.

Percy left Boston with his command presumably to make the attack, but, instead, went to the Castle, stating that he would cross over to the Heights under cover of darkness. This night attack was never made, however, for, during the afternoon, a severe storm came up which lasted through the night, reaching the height of its fury at midnight and driving two or three of his vessels ashore.

Through it all the Continental forces had been busy, and, when morning dawned, their works had been pushed forward to such an extent that the destruction of the British army was threatened unless it left Boston, and the evacuation was consequently decided upon.

On that memorable morning, March 17, 1776, the vessels of Admiral Shulldham sailed down Boston Harbor, bearing besides Lord Howe, who took passage with the Admiral, the British soldiers and more than a thousand Tories. As Castle Island was passed some of the transports were left behind to take off Capt. Dalrymple and his men as well as Lord Percy and his troops, who were to have made the attack on the Heights.

They, evidently, took their time about embarking, for on the night of March 20, 1776, they destroyed the Castle by setting it on fire. The following abstract from the diary of Dr. Warren regarding the incident is interesting: "March 20, 1776. This evening they burn the Castle and demolish it by blowing up all the fortifications there; they leave not a building standing."

This action was evidently deliberate as several of the vessels of the fleet anchored off Nantasket head, apparently to await the outcome and the arrival of the vessels bearing the men from the Castle. They were discovered there and driven off by a band of armed men gathered from the surrounding towns.

This destruction was felt to be a severe blow to the Colonial forces at the time, it being feared that the British might return and destroy the town, but a detail of men was sent from Dorchester Heights, by Washington's orders, to take possession.

They crossed what is now Pleasure Bay in several small boats, and landed. Upon reaching the ruins, they began at once to place them in condition to protect Boston, should the British return.

Besides the general destruction wrought, the men under Col. Crafts found that the cascabels and the trunnions on the guns had been broken off, while the guns themselves had been spiked. By diligent work they soon had the works in a fairly tenable condition, and after the walls had been rebuilt and strengthened, the battered and broken armament was given attention.

That sterling patriot whose name has been immortalized by Longfellow in the story of his midnight ride — Paul Revere — was one of the detachment engaged in the work, and it was through his knowledge and inventive genius that the guns were repaired, carriages constructed and the pieces remounted. He replaced the broken and battered cascabels, bored primer vents, and in many ways aided in repairing the damage. As a result the fort was soon in good condition.

The fort was manned by detachments from several military regiments and with Crafts' artillery train. It then received the name of Fort Adams, and was placed in command of Colonel John Trumbull, who gained an international reputation later as a painter, by his historic pictures of the Revolution, in the rotunda of the Capitol at Washington.

In 1779 the next occurrence of note was the raising of a company of artillery for special service at the Castle, of which General John Hancock was made captain, adding another distinguished name to the

list of gallant commanders. He was succeeded by each successive governor, beginning with James Bowdoin, in 1787; John Hancock again, in 1793; Samuel Adams, in 1797, and Increase Sumner, its last governor-captain.

October 2, 1798, after having existed for 164 years under colonial, provincial and state rule, Castle Island, the fort, twenty buildings, ordnance and stores were ceded to the United States. There was a proviso made, however, in which, by an act passed November, 1785, all persons sentenced to hard labor should be allowed to be kept on the island with a sufficient guard, and thus matters remained until the erection of the state prison in Charlestown in 1805.

The year after it was ceded to the United States, 1799, President John Adams visited the place, and as the government was then contemplating the erection of a new and more substantial fortification at the island, he named the work Fort Independence. Work on the new fort was commenced May 7, 1800, and progressed without delay until its completion in January, 1803.

As a recent writer says, "It was well for Boston that so good a defence stood ready to meet any attack during the period that succeeded the next decade." It was known that the British anticipated making an attack on Boston during the war of 1812, and this writer continuing says: "Doubtless Fort Independence won a bloodless victory at this time, being strong and ready for an attack, and it is probable that this resulted in keeping the enemy at a proper distance."

Reference has been made to dueling at the Castle, but the only one recorded is that in which Lieut. Robert F. Massie was killed. It is understood that duels were frequent, but evidently not fatal. Lieut. Massie's remains were buried at the island and a small marble monument was erected by his brother officers to mark the spot. The south panel read:

NEAR THIS SPOT
ON THE 25TH, DECR, 1817,
FELL
LIEUT. ROBERT F. MASSIE,
AGED 21 YEARS.

On the west panel:

Here honour comes, a Pilgrim gray,
To deck the turf, that wraps his clay.

On the north:

BENEATH THIS STONE
ARE DEPOSITED
THE REMAINS OF
LIEUT. ROBERT F. MASSIE
OF THE
U. S. REGT. OF LIGHT ARTILLERY.

On the west :

THE OFFICERS OF THE U. S.
REGIMENT OF LT. ART'Y
ERECTED THIS MONUMENT
AS A TESTIMONY OF THEIR RESPECT
& FRIENDSHIP FOR AN
AMIABLE MAN
&
GALLANT OFFICER.

There also stood a short distance from the west face of the fort a slate headstone inscribed :

HERE LYES THE BODY OF
MR. EDWARD PURSLEY.
HE DEPARTED THIS LIFE
AUG. 31ST 1767
AGED 60 YEARS
AND 4 MONTHS.

This latter is the oldest memorial found on the island, the little graveyard at the west of this tablet containing no inscriptions previous to 1850. All of these have since disappeared with the remains, all having been exhumed and re-interred at Governor's Island when Castle Island was opened to the public. It was thought by many that possibly the remains of some of the old commanders of the Castle might have been buried on the island. This is uncertain as the only one whose last resting place is known is Captain Roger Clap, whose remains are interred in the Chapel Burying Ground. Captain John Larrabee died February 11, 1762, at the age of seventy-six, but his last resting place is unknown.

After the War of 1812 little worthy of note transpired at Castle Island until 1833, when the fort now on the island, which at that time had been under contemplation, was begun. The feature regarding the new fort was, that it was constructed by a native engineer, Colonel Sylvanus Thayer, while all its predecessors had been planned and constructed by foreigners. It was but a few years when the work was completed, and the name given the preceding fort by President Adams was transferred to the new structure, and it has been known as Fort Independence since that time.

This fort formed one of Boston's main defences during the Civil War, and, though garrisoned and ready for an attack at that time, it was never called upon to do any service outside housing deserters from the Union lines.

It remained a garrisoned fort up to 1876, when the government, evidently realizing that its close proximity to the city proper made it comparatively useless as an effective military work against long range guns, decided to abandon it and the garrison was accordingly withdrawn.

Thus, through the advent of ten-mile guns and their weighty missiles, coupled with equally great improvements in other modern weapons of war, Castle Island, as a point of military importance, sank into insignificance. Since the withdrawal of the garrison the government has intrusted the care of the island to an ordnance sergeant.

Castle Island from this time forward received but little attention, and its ultimate uses were difficult to anticipate. Finally, in 1891, a far seeing mind conceived the excellent idea of adding it to Boston's park system.



On the Island, looking South.

Castle Island.
Outer Works. East.

Entrance to the Fort.

VIEWS ON CASTLE ISLAND.

With this intention in view, application was made to the national government, resulting in the city being given full use of the island, with the proviso that the government could reclaim it at any time.

It was accepted, under these conditions, and shortly afterward a bridge was built from Marine Park to the island, giving easy access to it, and with its completion, the island, for the first time in its history, was devoted to public use. Other improvements were made, and it gradually became one of the most attractive parts of the entire park system.

Thus it remained until 1898, when, at the breaking out of the Spanish-American War, it was reclaimed by the national government and converted into a mine and torpedo station.

On April 6, 1898, Sergt. John P. Hart and four men of the engineer corps were sent to Castle Island to prepare for the work on hand. The work began April 8, a squad of twenty-five men from the electrical corps being added to the engineers. The mines, explosives, cables, etc., were sent in consignments to the island as the work progressed.

The plugs for the mines were first loaded, and while this work was progressing the mooring lines and electric cables were being prepared by other members of the corps. This finished, the work of loading the mines began.

In all, 252 of these terrible engines of war were prepared for Boston Harbor, and a large number of others were loaded and shipped to other seacoast cities. Of the 252 mines for Boston Harbor 231 were loaded each with 100 pounds of dynamite, of seventy-five per cent. nitro-glycerine, and the remaining twenty one contained 250 pounds of dynamite of ninety per cent. nitro-glycerine. This latter is so powerful that the manufacture of anything of a higher grade is considered beyond the danger limit.



EXPLODING MINES OFF CASTLE ISLAND, 1898.

Under Sergt. Hart's direction, and with the assistance of Messrs. Finn of the engineers office, and Dow of the electrical department, the work progressed without delay or accident, and when the corps had finally completed its work, the 252 mines were in their proper position beneath the waters of Boston Harbor, being set out in twelve grand groups, each group constituting twenty-one mines. Each group was in direct communication with headquarters at the the island, and any or all of the mines could, should the occasion require it, be discharged by the turning of a switch.

At the conclusion of the war the same corps raised the mines, brought them to the island, and the work of unloading them began. This task was far more dangerous than the loading, but the work progressed until the afternoon of December 6, 1898, when from some unknown cause about 1,300 pounds of the explosive was discharged, killing four men.

Three of these, Hiram Vaughn of Company D, engineer corps, James Ryan and Peter Brennan were engaged in carting the mines to the south-easterly part of the island, at which place they were to be unloaded. The team carrying three of the mines struck a stone in the road, the mines collided, or from some similar cause the accident resulted. The three men were blown to atoms as were also the horse and wagon.

Sergt. Maurice McGrath, who was ordnance sergeant at the island at that time, was approaching the wagon when the accident occurred, but was some 200 feet away at the time. He was instantly killed, principally as a result of the terrific concussion, although there were marks upon his body indicating that he had been struck by flying missiles.

The reports of the explosion, as well as the shock, were heard and felt in Boston, while at places in closer proximity, windows were broken, glass and china-ware demolished and other damage done. At the island itself, a large section of the massive granite wall near the southeast magazine, was completely torn out, the earth hurled high in the air and a great hole torn in the ground.



PORTION OF SEA WALL DAMAGED BY
PREMATURE EXPLOSION.

On investigation it was found that besides the three mines that were on the wagon, three barrels of the explosive had been discharged by the shock. No trace of the three unfortunate victims was ever found.

After the accident work was discontinued for some time as there was considerable opposition to its further continuance. Orders were finally sent from the authorities at Washington to take the remaining mines, of which there were twenty-eight, anchor them in the harbor a safe distance from the shore and discharge them.

Pursuant to this order the first of the remaining mines was set off January 21, 1899. January 25, five more were exploded; February 3, four; February 7, five; and the remainder were blown up at different dates during the month of February.

One morning while this work was being performed the people of South Boston received a severe shock by learning that three mines were being tossed about by the waves on the beach at Marine Park. These mines had been anchored in the harbor the previous day and during the night a storm arose, and, breaking from their moorings, they were cast upon the beach. The truant mines were soon caught, however, towed back to their moorings and discharged.

After the engineer corps had completed its work and the mines, cables, etc., been stored away in the casements of the fort, the government once more gave the control of the island over to the city and it was once more opened to the public as a part of Boston's park system.

It is an ideal place of recreation ; an attractive adjunct of the park system ; a place of inestimable public benefit ; unlimited in value as a pleasure resort for all.

Unmarred in its natural beauty, its grassy surface, its graceful old elms, and sloping beach are sought by thousands almost every day and evening during the summer months. The obsolete walled fort, its north and east batteries, the old fashioned cannon and mortars, the grass covered magazines and the high stacks of cannon balls all contribute to its attractiveness.

The old north landing and the many elevated points about the island offer excellent places of observation, including in their scope the upper harbor, the islands, the passing steamers, vessels and yachts, as well as an excellent view of the lower harbor.

It is the one spot in the entire park system that stands by itself,—a gem of nature unsurpassed, and a living memorial to our gallant forefathers. Thus it stands to-day wrapped in memories of stirring times, a reminder of true patriotism to coming generations.



James Hayes
Born 1826;
So. Boston, 1834.
Ezra Harlow
Born in
So. Boston, 1827.
Died 1901.

Thomas M. Spinney
Born 1829;
So. Boston, 1833.
Lawrence Sullivan
Born 1800;
So. Boston, 1864.

William W. Wright
Born in
So. Boston, 1827.
Anthony W. Bowden
Born 1823;
So. Boston, 1824.

John P. Quigley
Born in
So. Boston, 1834.
Thomas Grimes
Born 1802;
So. Boston, 1834.

Wm. Cains
Born in
So. Boston, 1814.
James Burns
Born 1827
So. Boston, 1837

Wm. S. Locke
Born in
So. Boston, 1826.

OLDEST SOUTH BOSTON RESIDENTS IN 1901.

SOUTH BOSTON OF THE PRESENT.

By EDWARD P. B. RANKIN.

INTRODUCTION.

Though South Boston has the distinction of being a part of one of the earliest settlements in New England, it was not until many years had elapsed, that its territory and location, as a residential and commercial place, were appreciated. As a result, other sections, many of which lacked the natural advantages possessed by this district, rapidly developed, while South Boston, then a part of Dorchester, remained nothing but a place of pasturage.

Thus conditions remained until its real worth finally attracted attention, and from that time forth its progress has been marvelous, its present excellent condition being conclusive evidence of this fact.

Today South Boston is second to no district of Boston, its immense population and excellent thoroughfares, churches, schools, handsome residences, parks, docking facilities, business houses and manufacturing establishments as well as many other features, placing it in the foremost rank.

Since it received the first impetus of its remarkable growth, which occurred about the time of its annexation to Boston, South Boston has undergone many changes, all of which have had a tendency to improve its territory and add to the conveniences of its ever increasing population.

Its many excellent thoroughfares and the manner in which they are laid out is a striking feature of South Boston. Its churches stand forth as evidence of the devotion of its great populace to the Almighty; its schools are indicative of a realization of the great benefits of education, and combined they prove conclusively the belief of the people in the great moral good that not only the present but future generations can derive from them.

Being so well supplied in this respect it is only natural that its people should be both law abiding and industrious, and they are. There are but few serious crimes and its court record is much smaller and less varied than other districts with much smaller populations.

Like all places of large populations its people represent almost all nationalities, whose occupations are as varied as their ages, but whether a representative of a profession or the occupant of a most menial position, with or without wealth, high or low in the social sphere, all are alike in their love of home life and their pride in the district they represent.

It is a natural sequence of industry, a consequence of frugality, that residences, from the stately and magnificent mansion, to the diminutive and unpretentious dwelling, should grow up in demonstration of such love and pride. For what other reason does man labor and save than to provide an abode, there to practice husbandry, enjoy the pleasures of a true home and the realization of an ideal life?

Shakespeare has said :

The sweat of industry would dry and die
But for the end it works to.

This, therefore, is the key to South Boston's success from a business standpoint and the disclosing of the secret of its rapid increase in population. Here was found employment, the powerful magnet of the industrious. The greater their numbers the more numerous the population, and the greater the population the more extensive the demand for the many products essential to life.

Industry, therefore, is extensively manifested throughout the district, including in its scope almost everything, from the well equipped factory, power-house, foundry and machine shop, shipping, railroad traffic and construction in its various forms and the wholesale and retail trade in its multitude of branches, down to the diminutive variety store and the various lesser but very necessary trades.

It has been said that industry alone is capable of a true realization of recreation. Parks, playgrounds, bathing places and gymnasias throughout South Boston indicate that this is so, and in turn, the crowds that patronize them are demonstrative of industry.

Enclosed in its boundaries South Boston holds historic Dorchester Heights as a lasting reminder of those who were responsible for its being today and as a tribute to true patriotism.

Religious devotion, patriotism, education and industry, therefore, are the chief attributes to which South Boston owes its successes of the past that have given it its present prominence, and it is to these that it looks for continued prosperity and greater importance in the future, as the best is yet to be.

CHAPTER I.

NORTH, EAST, SOUTH AND WEST.

The unnamed body of water and Reserved Channel—Pleasure Bay—Castle Island—Thompson's Island—Artificial Island—Dorchester Bay—The Fleet—City Point Life Saving Station, U.S.L.S.S.—Old Harbor and "The Neck"—South Bay—Its dimensions south of Southampton street—Dimensions north of Southampton street—Fort Point Channel—Its course and various widths in the vicinity of the several bridges that span it.

LIKE Boston in its early days, South Boston is a peninsula connected with the mainland, on the southwest, by a narrow strip of marshy land which in recent years has been widened to a considerable extent and largely built upon.

As it is so nearly an island, its outline can best be observed by water. On the north, it is bounded by Boston Harbor; on the east, by Pleasure Bay; on the south, by Dorchester Bay, Old Harbor and Dorchester, and on the west, by South Bay and Fort Point Channel.

Starting from its northernmost point, but a short distance from where the waters of Boston Harbor and Fort Point Channel meet, a northeasterly course is followed until the main channel is reached, and then a southeasterly course is pursued. Near E Street, and between that and East First Streets, the first irregularity appears in the form of a small harbor.

It was through the advent of the Commonwealth Lands that this unnamed body of water came into existence, and later it was made more distinct and separate from Boston Harbor through the connecting of L and Congress Streets (now Summer Street) which necessitated the building of a bridge with a draw, to give proper access for vessels by way of the "Reserved Channel."

Being about 2200 feet long and 1900 feet wide, with a good depth and easy to approach, this body of water is of considerable value from a shipping standpoint and along its shores are many wharves accessible to ships of considerable size.

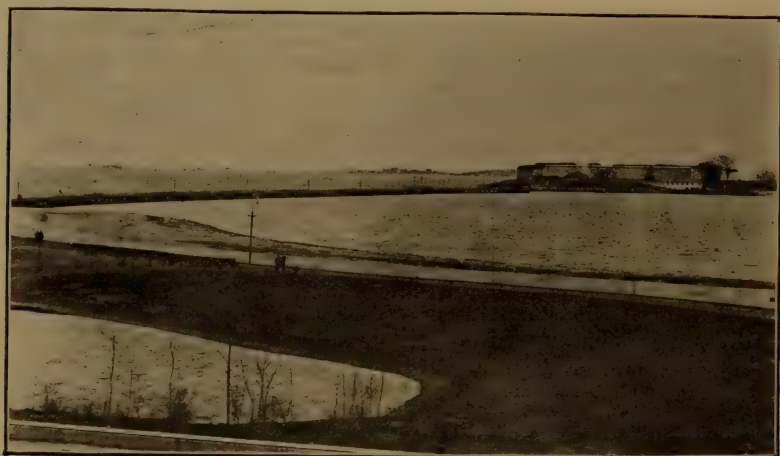
"Reserved Channel" has its origin in this body of water. It is a course 400 feet wide and begins at E street, including in its width Claflin and Danby streets. It extends east and then southeast, and then east again into Boston Harbor, finally connecting with the main channel off Castle Island.

At Marine Park the coastline of the north shore terminates, but a bridge extends from the park to Castle Island, spanning Pleasure Bay, the eastern boundary of South Boston.

Pleasure Bay but a few years ago was a straight body of water

running from north to south, between South Boston and Castle Island, uniting Boston Harbor and Dorchester Bay, but being shallow for the most part, and containing a great amount of sea growth, it was practically useless as a waterway for craft of any great depth.

When Marine Park was laid out this body of water was encroached upon to a considerable extent and the shore-line took the form of a perfect crescent. With the advent of Marine Park Pier a few years later and the construction of Castle Island Bridge, connecting the island with Marine Park, this water was enclosed with the exception of a space at the southeast where there is an entrance about 1600 feet wide, measuring from the extreme southerly point of Castle Island to Artificial Island at the end of Marine Park Pier.



MARINE PARK AND PLEASURE BAY, WITH BRIDGE TO CASTLE ISLAND.

(Looking Northeast from Q Street and East Broadway)

The extreme width of Pleasure Bay, from Marine Park to Castle Island, is about 2900 feet, and from the draw of Castle Island bridge to a point on Marine Park Pier it measures 3400 feet.

Being so well protected it is an excellent place of anchorage for pleasure craft and a considerable fleet can be seen here during the summer months, particularly at the southerly end where the water is of great depth.

Up to the latter part of 1900 a small boat landing occupied a site on Marine Park, on the shore of the bay, and from this point to Castle Island launches made trips, the round fare being ten cents. The present Public Landing was then built on the Strandway, adjacent to Marine Park, and the launches now make trips from this point to the island and Squantum.

Castle Island is an attractive place and one of the most historic within the confines of Boston. It is a little more than half a mile east of South Boston and about a mile south of Governors' Island, being separated from it by the main channel in Boston Harbor. Its complete history is told in a preceding chapter.

Thompson's Island, southeast of South Boston, though having no connection with it at the present time, figured in its early history to some extent, as both were parts of Dorchester.

It is a fertile piece of ground containing about 140 acres, about one mile long from northeast to southwest and about one-third of a mile in width. It is about one mile and a quarter south of Castle



MARINE PARK AND PLEASURE BAY, SHOWING FARRAGUT STATUE.
(Looking Southeast from Q Street and East Broadway.)

Island and two miles southeast of South Boston and is separated from both by Mussel Bank Shoal.

This island was purchased in 1834 for \$6,000 by the proprietors of the Boston Farm School and a building 105 by 36 feet with a central projection, 39 by 25 feet, was immediately erected and various other improvements made.

On March 5, 1835, this institution united with the Boston Asylum for Indigent Boys, and became known as the Boston Asylum and Farm School for Indigent Boys. Charles H. Bradley is the present superintendent, and under his care the boys are taught various trades to fit them for future years.

Artificial Island, at the extreme end of Marine Park, was constructed in conjunction with the pier itself, the idea as planned being to erect a pavilion and observatory there.

At a considerable cost the granite retaining walls were erected, and

as the work progressed the filling in process kept pace with it so that when the walls finally rose above the water they enclosed a small body of land.

It was found during the work of construction that both the walls and filling kept sinking so that when the island was finally completed it was thought best to allow matters to rest until both wall and earth had fully settled before further steps were taken.



FARM SCHOOL ON THOMPSON'S ISLAND.

As the island is still sinking and there is little indication of a firm foundation ever being obtained the original scheme has been abandoned.

DORCHESTER BAY.

After rounding Artificial Island at the end of Marine Park Pier, Dorchester Bay in all its beauty is revealed, with its broad expanse of smooth and navigable waters, its pretty and attractive boundaries and surroundings, its magnificent and extensive pleasure fleet unrivalled in

size on the Atlantic coast, its life-saving station, Old Harbor, as its westerly end is called, and, beyond, its circling shore line, just distinguishable, all seeming to catch the eye at once and presenting in combined form a panorama of exceptional interest and beauty.

Dorchester Bay is known along the entire Atlantic coast for its prominence as a yachting centre, its excellence as a safe harbor, and for the size, variety and beauty of its pleasure fleet.

The bay has two arms, one reaching southwest and the other directly west, the latter including Old Harbor, forming the southerly boundary



FLEET OF YACHTS IN DORCHESTER BAY.

of South Boston, and also washing its shores on the southeast. The widest part of the bay is at its entrance, from which point the two branches diverge. The narrowest part is the westerly end and known as Old Harbor.

Like Pleasure Bay, Dorchester Bay has been encroached upon to some extent in recent years through the advent of the Strandway, but this has only tended to beautify its shore line which has been properly graded along its entire length except from O street to Marine Park, where an artistic and staunch granite retaining wall, surmounted by an iron fence, has been erected.

Along the shore are seen the several handsome yacht clubs, while off



Com. Doherty's
"Early Dawn"

Boston Yacht Club.

Puritan Canoe Club, Columbia Yacht Club.

South Boston Yacht Club.

YACHT CLUBS ON SOUTH SHORE OF SOUTH BOSTON.

shore, in the vicinity of these buildings, the boats of the fleet, some anchored and others sailing back and forth, are seen and in such numbers as to attract general attention. Not all are sailing craft, for in its variety the fleet includes almost every style of boat used for pleasure, from the little naphtha launch to handsome sloop yachts and schooners of a considerable size, making the fleet unequalled in number on the Atlantic seaboard and only surpassed in value by the fleet at Newport, R. I.

So extensive is yachting here that much attention is given the bay and Old Harbor to keep them in proper condition and they are frequently dredged. Besides this a public landing has been constructed at the foot of Q street, adjacent to Marine Park. The most attractive feature as well as the most useful is the life-saving station which was established in the bay for the protection of the yachting enthusiasts as well as for the safety of bathers.

The station occupies a position about midway between Marine Park and Thompson's Island and is in commission each year from May 1, until November 15, during which time a constant watch is maintained.

CITY POINT LIFE-SAVING STATION, U. S. L. S. S.

Previous to the advent of the City Point Life-Saving Station the annual loss of life in Dorchester and Pleasure bays and Old Harbor was gradually on the increase, and with the activity in yachting circles, the great addition to the fleet and the improved and additional bathing facilities at Marine Park and the Strandway, the number of deaths caused by drowning reached such an alarming figure that a life-saving station was no longer looked upon as a benefit merely, but as a necessity.



The Station



Captain Hamilton and Crew.



Steam Launch "Relief."



Naptha Launches.



Stern and Harbor.

DORCHESTER BAY LIFE SAVING STATION U. S. L. S. S.

Attention was forcibly called to the necessity of a station through the loss of forty lives, from 1890 to 1894 inclusive, and Mr. John J. Toomey, aided by Ex-Representative Charles J. Chance, secured many hundred names to a petition which was sent to Washington. They had previously appealed in vain, to the city and state. Congressman Michael J. McEttrick introduced a bill in Congress which was finally passed and the station secured.

As it was felt that close proximity to the fleet would be an able factor in assisting the crew of the station, both in saving life and rendering assistance to sailing craft, it was decided to construct a station on a

new plan, and this, the first of its kind in the United States for salt water service was the result. It was the idea of General Superintendent S. I. Kimball of the life saving service, to whom much praise is due for the great interest manifested.

An appropriation of \$7,000 was made for the construction of the station itself, and in a short time the strange craft was growing under the hands of workmen at Palmer's shipyard at Noank, Conn., and for fifty days the work progressed, at the end of which time the station was completed, and towed from Noank, Conn., to Boston, and on its arrival Sunday, August 3, 1896, was moored to Loring's wharf to await fitting out.

It is needless to say that the station, being an innovation, attracted much attention. Visitors saw it as it is today, except for the doors, which were afterward cut on each side of the harbor room.

Its form is that of a huge flat iron, the forward end, or bow, coming to a point, while the rear or stern is cut off short. It is 100 feet long, 33 feet beam, 6 feet deep and draws about two feet of water, and is a double deck affair, the upper deck being about 15 feet above the waterline.

The feature of the station is the harbor at the stern, or what might be called the main entrance to the station. This harbor in which the two naphtha launches of the station are kept, is formed by having an opening 30 feet long and 17 feet wide, cut from the stern directly into the centre of the station, leaving on three sides about eight feet of deck room, while the entire harbor is sheltered by the upper deck, which extends to the end of the station.

From the harbor, or launch room, a hallway extends the entire length of the station, off of which are several rooms; on the left is the kitchen, dining room and the crew's quarters, and on the right the captain's office, his bed room and the store room, the space at the bow being devoted to the windlass and anchors with which the station is held in position.

Leading from this hallway on the right is a small flight of stairs to the upper deck, and in addition to this are the two other flights, leading from the harbor room, one on the port and one on the starboard side. The upper deck is completely clear with the exception of a lookout, which sets about thirty feet from the bow in the centre of the deck, with a flight of steps leading to it. It is surrounded by a railing and is connected with the launch room and the captain's room by speaking tubes.

Rising from the deck is a flagpole, upon which the national emblem is displayed during the day and a lantern at night. At the stern, on huge davits, hangs the heavy surf boat, in a position to be lowered at an instant's notice. Davits on the port and starboard sides hold smaller boats. In the harbor are the launches, one of which is twenty-eight feet, with a speed of ten knots, and the other twenty-five feet in length, with a speed of eight knots.

A steam launch, purchased in 1900 after many years agitation, completes the equipment. With all these it will be seen that the station is in condition to perform almost any service required of it.

Captain Healy of Calhoun's Hollow was the first captain appointed to the command of the station. He took charge of the fitting out, which work was not completed until October, 1896. On the 18th of that month the station was towed from the wharf and anchored for the first time in Dorchester Bay, about half a mile from the pier. As it was late in the season the station remained in commission only a few weeks and was then towed to its winter berth near Chelsea Bridge.

With the opening of the yachting season the following year, 1897, orders were received from Washington directing that the station go into commission May 1, and it was accordingly towed to its former position in Dorchester Bay where it remained until November 15th, doing excellent service.

Captain Healy had, in the meantime, been succeeded by Captain Eldred C. Glawson. He proved to be the right man in the right place and with the able assistance of his faithful and capable crew excellent work was performed.

The record for that season shows that assistance was rendered 115 yachts and other craft; twenty-three persons were rescued from drowning; assistance was rendered 131 persons; and six persons were rescued from drowning at the bathing beach at Marine Park.

But one life was sacrificed that year, the scene of the fatality being Pleasure Bay, and, as the iron pier obstructed the view of that body of water, the accident which resulted in this loss of life was not visible from the station. It was this accident that resulted in the introduction of a signal service at Marine Park by which anyone at the park can, in case of accident, notify the station.

Again, on May 1, 1898, and still under command of Captain Eldred C. Glawson, the station began another season, at the close of which the report showed but two lives lost; nineteen persons had been rescued from drowning; 129 persons rendered assistance, and fifty-eight boats, their value estimated at about \$40,000, were saved from destruction.

In 1899 the station again went into commission with Captain Glawson in charge, and during that season, as in the previous ones, its record was excellent, thirty-three persons were rescued from drowning; 183 rendered assistance; ninety-seven boats, valued at \$63,285, assisted; and forty-nine persons taken from the water and given treatment at the station.

Captain Glawson resigned from the service early in 1900 and Captain Frank E. Hamilton was promoted from surfman at Chatham, Mass., to the command of the City Point Station. On May 1, 1900, the station took up its usual position in Dorchester Bay under his charge. Excellent work was performed that season as well as in previous ones, and the station went out of commission in November of that year with an excellent record.

Again on May 1 of this year, 1901, the station went into commission with Captain Hamilton in charge, and the usual excellent work is looked for and will undoubtedly be performed by the valiant crew.

From the time the station first made its appearance it was evident that the launches would not be able to offer proper assistance to the yachts in a heavy storm, and this became evident when attempts were made to rescue them from perilous positions. As a result a petition for a heavier launch was made.

Through the efforts of Congressman Henry F. Naphen and many others who had interested themselves in the matter, an appropriation for the purchase of a heavier launch was secured in 1900, and this was added to the equipment of the station that year. It is also anticipated that a search-light will soon be a feature, which, if secured, will be of great material aid in keeping a more thorough watch at night about the waters in the vicinity, and, if thus equipped, the station will not lack anything to aid the crew in its noble work of saving life.

Old Harbor, as the westerly end of Dorchester Bay is known, is a pretty body of water, and like Dorchester Bay itself is a favorite place for yachting and bathing, and during the summer months devotees of each can be seen enjoying their particular pleasure.

The waters of Old Harbor are even more protected than those of Dorchester Bay, being surrounded on three sides by land as well as being a much smaller body of water. Being somewhat farther away from Boston Harbor it is not as much frequented as the bay itself.

On its shores was built the first public bath-house in the United States, and in razing the L Street bath-house, in the spring of 1901, to make way for the present commodious and artistic structure a small section of the original building, much altered in appearance and considerable the worse for wear was found, but was removed with the rest of the structure.

The entire length of Dorchester Bay and Old Harbor, from a point on Marine Park Pier to the foot of Kemp street is 8,000 feet or a little more than one mile and a half, and from the foot of L street to the pumping station grounds at the southeast end of Mt. Vernon Street, Dorchester, it measures about 4,800 feet in width or 480 feet short of a mile.

The "Neck" as the body of land connecting South Boston and Dorchester was commonly called, is now seldom referred to by that name, this title having gradually died with the advent of Dorchester Turnpike (now Dorchester Avenue).

The entire "Neck" is a part of the southerly end of the Andrew Square district, formerly known as Washington Village. Time, the great transformer of all things, did not allow the "Neck" to remain unchanged for in past years its appearance has been very much altered.

Originally the land in this vicinity was very low and marshy, but with the building up of this section the greater part of it has been filled in, streets laid out, and many sections of it built upon. Besides this, the New York, New Haven and Hartford Railroad Company has constructed its roadbed across a section of it and in many ways its appearance has been greatly changed.

From Andrew Square to Mt. Vernon Street, Dorchester, it measures about 1,600 feet, and its width on the boundary line between South Boston and Dorchester, which starts at South Bay near Howell Street, and terminates on the shores of Old Harbor near Mt. Vernon Street, is about 2,600 feet.

From the waterway bridge on Southampton Street to a point at the foot of Abbott Street it is 3,000 feet wide, this being its greatest width, while just north of this is the most narrow section, extending from the foot of Humboldt Place on the west to the foot of Jenkins Street on the east a distance of 1,800 feet.

Two large thoroughfares, Dorchester Avenue and Boston Street, run across the "Neck," being crossed by numerous intersecting streets. On the east Old Harbor washes its shores and on the west the waters of South Bay.

The "Neck," is the most southwesterly section of South Boston, and the boundary line between South Boston and Dorchester marks the extreme southwest point of the district.

West and southwest of the "Neck," separating South Boston from Roxbury and the city proper, are South Bay and Fort Point Channel, the western boundaries of South Boston.

South Bay is much smaller than it was originally, as large sections of it have been filled in, and it has been cut up by the construction of Southampton Street (formerly Swett Street) across it from east to west and the roadbeds of the Midland and Old Colony Divisions of the New York, New Haven & Hartford Railroad, the former running southwest from the South Boston yard and the latter south.

South of Southampton Street the entire width of the bay east and west is about 2100 feet; from South Boston to the Midland Division roadbed about 1700 feet, and from Southampton Street to Massachusetts Avenue it is about 2000 feet.

From Southampton Street to a point where the bay and Fort Point Channel connect, south of Dover Street Bridge, it is 2400 feet. Its greatest width is from the foot of Dorr Street to a point directly opposite, the distance being about 3300 feet. Where the bay and channel connect it is 1200 feet wide.

As the bay is navigable for some distance, its shores are extensively lined with wharves where vessels of considerable size load and

unload cargoes, principally of coal, lumber, brick, cement and similar material.

Fort Point Channel, that connects South Bay with Boston Harbor, is a narrow winding body of water about 7000 feet in length, of various widths. Being navigable its entire length, it has many wharves along its shores.

One of Boston's earliest fortifications occupy a site in the vicinity of the present India Wharf, near which Fort Point Channel and Boston Harbor meet, which was known as the "Old Sconce," or South Battery, and just back of it was another fortification on Fort Hill. Owing to the presence of these defences, this section was known as Fort Point and it was from this that the channel received its name.

At the present time no less than eight bridges span the channel, two of which are railroad bridges and the remaining six are parts of public thoroughfares connecting South Boston with various sections of the city proper.

Work is at present progressing on another — Cove Street Extension Bridge — which will connect South Boston with the retail district of the city, and which was only secured after a bitter fight between the people and the New York, New Haven & Hartford Railroad.

From South Bay to Dover Street Bridge the channel is a little more than 1500 feet wide, and at the bridge it is about 400 feet wide. From here to Broadway Extension Bridge it is about 810 feet, with a width of 250 feet. Close to the Broadway Extension Bridge is a Railroad Emergency Bridge, and from there to the Roll-Lift Bridge it is 300 feet, the width being about 200 feet.

Between these two bridges the channel heads in a northeasterly direction as far as the Federal Street Bridge, at which point it heads almost east. From the Roll-Lift Bridge to Federal Street Bridge it is 200 feet and the width of the channel is about the same. It is between these two bridges that the work of putting in the piers and abutments for Cove Street Extension Bridge is progressing.

After passing Federal Street Bridge the channel heads almost north. Mt. Washington Avenue Bridge is next reached about 1100 feet beyond. The channel at this point is about 440 feet wide. Summer Street Extension Bridge, about 1090 feet beyond, is next reached, the width of the channel being about 450 feet.

Still heading north Congress Street Bridge is reached, 450 feet from Summer Street Extension Bridge. The channel here is about 400 feet wide, and from here it expands on both sides until it ends about 1600 feet beyond where it connects with the waters of Boston Harbor.

CHAPTER II.

APPROACHES AND BRIDGES.

Various approaches — Congress Street and Summer Street Extension — Dorchester Avenue — Mount Washington Avenue — Cove Street Extension — Broadway Extension — Dover Street — Southampton Street — Boston Street — Dorchester Avenue — Columbia Road. Thirty-five bridges in the district — Eight over Fort Point Channel — Smaller bridges over railroad tracks — Dover Street, Broadway Extension, Emergency, Roll-Lift, Federal Street, Mount Washington Avenue, Summer Street Extension, Congress Street, and Cove Street Extension Bridges — Castle Island Bridge.

SOUTH BOSTON'S close proximity to the city proper is greatly increased through the various wide avenues that form direct connections between the two. By means of these, South Boston, can be readily reached from almost any part of the city proper as they constitute direct routes, an advantage by no means general when the other districts of the city are considered.

Congress Street and Summer Street Extension give direct approaches to South Boston on the northwest, allowing easy access to the great docks and freight terminal, as well as to the many warehouses and manufacturing places in their vicinity.

Dorchester Avenue is the most important of the various avenues of approach as it connects with every one of the avenues leading to South Boston as well as various streets in the district that terminate at this thoroughfare.

Mt. Washington Avenue is one of the latter, and, although it is not as important as many of the others, the building up of the Commonwealth Lands may in a few years place it in the foremost rank.

Dorchester Avenue enters the district over the Federal Street Bridge and, extending the entire length of it on the west, continues into Dorchester giving an approach to South Boston from that district also.

Cove Street Extension, now under construction, will give a direct thoroughfare from the heart of the city proper, the great retail district, to within a short distance of Broadway, the main artery of this district.

Broadway Extension, coming from the territory just south of the centre of the city, and connecting with many streets leading from the vicinity of Park Square, the Public Garden, Boston Common, Commonwealth Avenue and other places in this vicinity, forms another very important approach.

Dover Street, leading from the vicinity of the south end of the city, makes a direct connection with West Fourth Street, and thereby gives an uninterrupted route from this part of the city direct to the extreme end of City Point, passing through a thickly settled residential section of South Boston.

Southampton Street starts at the extreme south end of the city proper, and is close to the Roxbury boundary line. It enters South Boston at Andrew Square, from which point two of South Boston's most important thoroughfares, Dorchester Avenue and Dorchester Street diverge.

Boston Street leads from Edward Everett Square, Dorchester, where it connects with Massachusetts Avenue, Columbia Road, East Cottage Street and Pond Street, and also terminates at Andrew Square, where it connects with important thoroughfares leading to the various sections of South Boston.

Dorchester Avenue, as previously mentioned, crosses Andrew Square and extends from Dorchester, running almost parallel with Boston Street at this point.

Columbia Road connects with the Strandway, southeast of Andrew Square, and coming from Franklin Park and connecting with the Strandway, forms a continuous thoroughfare along the southerly water front of South Boston to Marine Park.

BRIDGES.

One of the most remarkable features of South Boston is the great number of bridges of various styles and purposes, scattered about its territory, particularly west of Dorchester Street.

In all there are thirty-five of these, of which twenty-nine are parts of public thoroughfares and the remaining six are railroad bridges connected with the Midland and Old Colony Divisions of the New York, New Haven & Hartford Railroad. Fort Point Channel is spanned by eight, as follows: Dover Street, Broadway Extension, Emergency, Roll-Lift, Federal Street, Mount Washington Avenue, Summer Street Extension and Congress Street Bridges. The Emergency and Roll-Lift are railroad bridges.

The tracks of the Midland Division, running through what is commonly called "The Cut," a passageway beginning at West First Street and terminating at South Bay, about 18 feet below the level, necessitated the construction of ten bridges, all parts of public thoroughfares that pass over it, including West Second Street, Bolton Street, West Third Street, West Broadway, Silver Street, West Fourth Street, Gold Street, West Fifth Street and Dorchester Avenue. "The Cut" also passes beneath the roadbed of the Old Colony Division at Dorchester Avenue and over Dizzy Bridge at South Bay.

The present roadbed of the Old Colony Division passes over the tracks of the Midland Division, near Dorchester Avenue, as well as over D and E Streets and under Dorchester Street. The new roadbed of this division passes over the waterway bridge at South Bay and under Southampton Street, Boston Street and Dorchester Avenue Bridges.

The extension of Summer Street necessitated the construction of bridges over A, B and C Streets, and it connects with L Street by a bridge at that point over the "Reserved Channel." The bridge con-

necting Marine Park and Castle Island, the Summer Street Extension Bridge over the Midland Division tracks, the water-way bridge at Southampton Street, and the West Fourth Street Bridge, over Foundry Street, complete the list.

Of this number, Castle Island, L Street, Dizzy, Old Colony Division (waterway), Southampton Street (waterway), Congress Street, Summer Street Extension, Mt. Washington Avenue, Federal Street, Roll-Lift, Emergency, Broadway Extension, and Dover Street Bridges all span waterways. The bridges at D and E Streets are for railroad use alone, and the remainder, with the exception of the bridges on Summer Street Extension over A, B and C Streets and West Fourth Street Bridge (over Foundry Street), span railroad tracks, namely Summer Street Extension, West Second Street, Bolton Street, West Third Street, West Broadway, Silver Street, West Fourth Street, Gold Street, West Fifth Street, Dorchester Avenue, Old Colony Division (near Dorchester Avenue), Dorchester Street, Southampton Street, Boston Street and Dorchester Avenue (south of Andrew Square) Bridges. Sections of Broadway Extension and Dover Street Bridges span the tracks of the Old Colony Division. Roll-Lift, Emergency, Dizzy and the Old Colony Division (waterway) Bridges are for railroad use alone.

Of these many bridges, whether old or new, there is not one that has been brought to the attention of the public as frequently, or one that required as much legislation before it was finally obtained, as the one now under construction and which it is hoped will soon be added to the long list already mentioned — Cove Street Extension Bridge.

This bridge when completed will span Fort Point Channel between the Federal Street Bridge and the Roll-Lift Bridge and will also span the many tracks leading from the South Station, its terminals being Atlantic Avenue on the north, and Dorchester Avenue, near Foundry Street, on the south.

When the South Station was erected South Boston was deprived of its principal artery on the north connecting it with the city proper, Federal Street. Immediately there was a great demand for a thoroughfare to take its place, and by an act of the legislature of 1897 such provision was made. The Boston Terminal Company and others offered great objection to it, maintaining it would be an obstruction to navigation.

This corporation tried to have the act repealed, and, finding this impossible, it was brought to the attention of the War Department at Washington. Engineers were detailed to investigate the claims and reported unfavorably, and it appeared that the people would be unsuccessful in their efforts to obtain the thoroughfare.

In the meantime an indignation meeting was held by the people, and the South Boston Citizens' Association, with the Hon. John B. Martin at its head, demanded that the bridge be allowed. When the matter was brought to the attention of the War Department, Congressman Henry F. Naphen took up the battle for the people.

On hearing the unfavorable report of the engineers he went to the Secretary of War, Elihu B. Root, and explained the true condition of affairs and the great necessity and benefit the bridge would be, and as a result of his efforts another corps of engineers was appointed, who, upon examination, reported in favor of the bridge and permission was granted for its construction. It is now under way, and it is hoped that before long it will be completed and opened for use.

Of the many bridges, the eight spanning Fort Point Channel are the largest and most important.

The present Dover Street Bridge occupies the site of the first bridge that was built between South Boston and the city proper, the Boston South Bridge. It was originally a wooden pile bridge, built in 1805. It was rebuilt in 1858-59, and was again rebuilt in 1876. In 1893-94, upon the abolition of the grade crossing of the Old Colony Railroad, the present bridge was erected. It is an iron structure rest-



DOVER STREET BRIDGE.

ing on solid masonry piers and abutments, and is one of the best over the channel. It is of the turnstile type, having one draw opening, 37 feet 9 inches in width. It is operated by electricity.

Broadway Extension Bridge was erected in 1869-71. It is an iron structure supported by iron uprights. In 1874-75, the draw and its foundations were rebuilt. In order to assure safety to electric car traffic it was strengthened in 1893 and the woodwork of the draw renewed in 1896. It is a swing-bridge of the centre pivot type, having one draw opening 43 feet 3 inches wide. It is now being rebuilt.

Emergency Bridge, adjacent to Broadway Extension Bridge, was constructed in 1900-01. It is solely a railroad emergency bridge constructed by the Boston Terminal Company to give ingress and egress to the South Station to trains on the various divisions, should trouble occur on either side of Fort Point Channel. The bridge is of the trestle style, built on wooden piles. It is of the end pivot swing type with one draw opening 43 feet 8 inches wide.

Roll-Lift Bridge is also exclusively for railroad purposes, and was constructed in conjunction with the South Station in 1898-99. It is a new type of bridge and is said to be the largest of its kind yet built.



Roll-Lift Bridge.

VIEW OF FORT POINT CHANNEL.

Emergency Bridge.

It comprises three spans side by side, each carrying two sets of tracks. Each span works independently of the other. Each span at its north-erly end terminates in circular form on either side forming the rollers which are perforated at frequent intervals and which rest on steel trusses having large cogs which fit into the openings of the rollers as they move, thereby preventing slipping. Adjoining the rollers and extending some distance below them on the outside of the trusses are weighted sections that counter balance the weight of the span. When the span is in place, these weighted sections are in the air, and by releasing a lever, the great weight of the se is sufficient to raise the span which covers a quarter of a circle as it swings from the level to a vertical position leaving a water-way of 42 feet. Electrical power is required to close the bridge.



FORMER OLD COLONY RAILROAD BRIDGE.

(In use before the Roll-Lift Bridge.)

Federal Street Bridge occupies the site of the second bridge erected over Fort Point Channel known as the North Free Bridge and erected in 1826. It has been of great service and was several times rebuilt. In 1891-92 the present structure was built. It is constructed on wooden piling and is of the double retractile draw pattern. The draw

section is constructed of iron and spans a waterway of 41 feet 8 inches. It is operated by electricity.

Mt. Washington Avenue Bridge is the oldest of the present bridges over the channel. It is a wooden pile bridge with an iron draw of the centre pivot type and is operated by hand power. It was built in 1854 and rebuilt in 1870-71. It has two draw openings, that on the South Boston side being 42 feet 3 inches and that on the Boston side 42 feet 2 inches. Some repairs were made in the spring of 1901, necessitated by a large steamer getting caught in the draw. The bridge is in poor condition at present, and the matter of rebuilding it is being delayed owing to the objections of the Boston Terminal Company. It



L Street, over Reserved Channel
Summer Street Extension, over C Street

Mount Washington Avenue,
Federal Street.

FOUR SOUTH BOSTON BRIDGES.

is an important avenue and its value increases with the growth of Commonwealth Lands, and for this reason should not be abolished.

Summer Street Extension Bridge is the most recent of the street bridges, having been constructed in 1899. It is a steel plate girder bridge resting on masonry piers and abutments with a double retractile draw having a clear channel way of 50 feet for the passage of vessels. A temporary steam plant was first installed and later the electrical apparatus by which the bridge is now operated was placed in commission.

Congress Street Bridge is constructed on wooden piles, while the iron turn-table draw rests on a stone foundation. It was built in 1874-75, and since that time has been repaired at various intervals. It is in poor condition at present, and this, coupled with the fact that it is one of the busiest bridges in the city, are responsible for the present agita-

tion for a new and more modern structure. There are two draw openings, the one on the South Boston side being 43 feet 9 inches wide and the one on the Boston side 43 feet 3 inches wide. The draw is operated by steam.

Of the other bridges, L Street, Castle Island and Summer Street Extension (over Midland Division tracks) are the most important.

L Street Bridge is a wooden pile structure with an iron retractile draw and was built in 1892. It is of much importance connecting as it does L and Summer Streets and thereby giving a direct avenue to the



SUMMER STREET EXTENSION BRIDGE.
(From roof of South Union Station.)

docks and freight houses on Commonwealth Lands. It spans "Reserved Channel," having one water-way 40 feet wide. The draw is operated by steam.

Castle Island Bridge is a temporary structure for foot passengers only. It is constructed on wooden piles and extends from Marine Park to Castle Island, having been built in 1892, after the National Government had granted the use of Castle Island for park purposes. It is furnished with a small wooden draw extending over a narrow channel so that the island can be cut off from the mainland at any time.

Summer Street Extension Bridge (over the Midland Division tracks), is said to be one of the largest bridges of its kind in the country. It was constructed in 1899, in conjunction with the building of Summer Street Extension, which thoroughfare was built to take the place of Congress Street and thereby eliminate the Congress Street grade crossing. This bridge is 700 feet long, 19 feet above the track surface and spans 21 sets of tracks. It is divided into four sections, three of which are each 200 feet long and the other 100 feet long. The bridge is constructed of steel and rests on solid masonry piers and abutments.

Athens Street Bridge is an iron structure, built in 1874. Bolton Street Bridge is of wood and was built in 1889. Gold Street Bridge



CONGRESS STREET BRIDGE.
(From roof of South Union Station.)

was built in 1895 to replace a foot bridge erected in 1890. It is constructed of iron. . Dorchester Street Bridge was built in 1869. It is an iron structure and was repaired and put in condition in 1893. Southampton Street (waterway) is constructed of wood and was built in 1875. West Fourth Street Bridge was built in 1893-94 in conjunction with the elimination of the grade crossing of the Old Colony Railroad. It is an iron bridge extending from the end of Dover Street Bridge at the South Boston side to the easterly line of Foundry Street. Dorchester Avenue, Boston Street and Southampton Street Bridges were built in 1900-01, each being constructed of iron. A, B and C Street Bridges were constructed in 1899, each being built of iron.

CHAPTER III.

TOPOGRAPHY AND THOROUGHFARES.

Many surface changes — District originally much higher, and had several hills — Three distinct elevations to the present district — Improvements in contemplation — Streets — How laid out — Principal streets — Andrew square — Retail section — Residential streets.

FROM a topographical point of view South Boston has undergone more and greater changes than any other district in Boston, and even at the present time some of the most important of these are now being consummated, while others, equally as great, are only in their embryotic state.

These great changes have not been confined to the mere razing of a hill or elevation, a trivial change in some particular part of its outline, or to the filling in of hollows among its various hills, past and present. To express these topographical changes briefly and in a complete and distinct manner, it can be said that all these combined have had their share in giving South Boston its present appearance, both as regards elevations, depressions and variations in its outline.

Originally South Boston was much higher than it is at present and at frequent intervals hills of considerable height rose from its surface. Its outline at this time was much smaller, and, as at the present time, was marked by few if any indentations.

Its many years of growth, coupled with business activity and the great and continuous increase in population, have all played their part in bringing to the district its present form, both in outline and surface, and though, perhaps, it has suffered some from an artistic standpoint, it is generally conceded that what changes have been made have added both to the comfort and convenience of its residents as well as to the general betterment of business interests.

Owing to the many changes of the past, already mentioned, we find South Boston of today with but three distinct elevations to which the term hill can be applied — Telegraph Hill, Mt. Washington and Broadway Hill.

Besides these there are various other elevations throughout the district, but none that could rightfully be called hills, being merely elevations reaching to the general level rather than rising from it.

Both Telegraph Hill and Mt. Washington combined were known in years past as Dorchester Heights, and also as the "Twin Hills," but this title being vague, distinct titles were given each in order to distinguish them.

Telegraph Hill is the highest of the three and is situated about in

the centre of South Boston, east and west. Mt. Washington, named for General George Washington, is a short distance northeast of Telegraph Hill and includes the territory between Dorchester, East Third, I, East Fourth and G Streets.

Broadway Hill, known in its early history as "Bush Tree Hill," is next to Telegraph Hill in height. This elevation is bounded by L, East Second, O, and East Fourth streets, and a part of its surface is laid out as a park, known as Independence Square.

Owing to the presence of these hills many of the streets throughout the district are hilly, as they either lead directly to these eminences or connect with thoroughfares that do. Among these may be mentioned some of the most important avenues, including Broadway, Dorchester Street, Fourth



K STREET.

(Looking South from East Sixth Street.)

Street, H Street, G Street and many others.

There are no depressions in the district worthy of notice, as the few that did exist have since been filled in and are covered with build-



EAST BROADWAY.

(Looking east from L Street.)

ings at the present time. The same can be said of the fields and meadows that once made this district famous as a pasturage.

The greatest change in its outline was occasioned by the filling in

of the flats on the northwest which added greatly to the size of the district and likewise the coastline. Marine Park and the Strandway also increased the amount of territory and to some extent the coast line.

Through various other improvements now in contemplation, including the completion of the Strandway, the construction of a parkway on the present site of the New York, New Haven & Hartford roadbed, the completion of Cove Street Extension and similar changes, all of which will necessitate the raising or lowering of street grades, will bring about extensive changes in the general surface of South Boston in the vicinity of these places.



EAST BROADWAY, AT EXTREME POINT
(Looking east from O Street.)

THOROUGHFARES.

South Boston's present importance is undoubtedly greatly due to the excellence of its highways, as such a feature of either town or city is always of inestimable value.

The laying out of the district received attention many years ago when the population was diminutive and consequently the territory but, sparsely settled, so that the plan of arranging the streets in regular form was accomplished without difficulty.

Next, the naming of the streets received attention and for a time it was thought best to call certain streets after the mayors of Boston. This idea was abandoned for a much better one, the alphabetical, and the streets that crossed these were given numerical names.

Generally speaking the streets run north and south, east and west, or to be more accurate those east of Dorchester Street, are either north to south or east to west, while those west of Dorchester Street run northwest to southeast, or northeast to southwest. This difference in direction is occasioned by the peculiar form of the district which turns due east at Dorchester Street. The principal streets running north and south are alphabetically named from A to Q Streets inclusive, with

the exception of Dorchester Avenue and Dorchester Street.

The principal streets from east to west, with the exception of Broadway, are numerically named from First to Ninth Street inclusive. These streets were to be built upon and accordingly provision was made for rear entrances by



DORCHESTER STREET.
(East from Broadway)

laying out narrower thoroughfares at the rear of each. These latter are almost as thoroughly occupied now as the main streets.

The numerically named streets are crossed by Dorchester Street, and this being centrally located the numerical streets east of it are designated by prefixing the word "East" and those west of it "West." In this manner the district is divided, making it much more convenient for strangers to locate objective points and this, coupled with the manner of naming the streets, makes it a simple matter to find any particular point in the entire district.

North of West First Street and from Fort Point Channel to E Street is a large section of territory known as the Commonwealth Lands, all laid out in streets, but little built upon as yet. South of both East and West Ninth Streets is the section formerly known as Washington Village. Dorchester Street runs through the centre of this section and is intersected by many small streets until Andrew Square is reached where it terminates. South of the square is Boston street and the continuation of Dorchester Avenue. Both extend south and are connected at frequent intervals by short streets. East of Dorchester Avenue is a tract of land upon which some streets have been laid out and others have been only planned.

There are three important thoroughfares in South Boston—Broadway, Dorchester Avenue and Dorchester Street. Likewise there are

three important centres, and two of the above named streets meet at each.

There is probably more traffic of all kinds at West Broadway, Division Street and Dorchester Avenue than any other place in South Boston, and hundreds of street cars, inward and outward-bound, pass this point daily.

The junction of East Broadway, West Broadway and Dorchester Street is also a very important point, having almost as many car lines passing this point as the other, besides being an important retail business centre.

Andrew Square is also an important point, Dorchester Avenue, Southampton Street, Boston Street, Preble Street and Dorchester



Dorchester Avenue.
Southampton Street.

Dorchester Street.

Preble Street.

ANDREW SQUARE.

Street all entering the square from various directions. The car traffic here is also large, car lines running on three of the above named streets.

West Broadway, and East Broadway between I and L streets, represent the bulk of the retail trade in its various branches. Other streets, however, including Dorchester Street, Dorchester Avenue and D Streets, also have busy retail sections.

Dorchester Avenue, East and West First Streets and intersecting or adjacent streets, as well as Boston and Granite Streets, are the busy manufacturing thoroughfares, where an endless variety of articles is turned out every day.

There are many pretty residential streets, including the greater part of East Broadway, East Fourth Street, East Fifth Street, Thomas Park, K Street, and various other thoroughfares.

All of these streets receive much attention, and, generally speaking, are in good repair. Residential streets as a rule are macad-

amized and the business streets paved with granite blocks, although in some places asphalt has been used.

A feature of West Broadway is the bicycle paths of asphalt close to the curbings running from B Street to E Street.

Summer Street Extension is practically a street of bridges, there being five bridges along this thoroughfare, the largest of which spans twenty-one sets of tracks of the Midland Division of the New York, New Haven and Hartford Railroad, being one of the largest bridges ever constructed for the purpose of eliminating a grade crossing.

Covington Street is another thoroughfare that is something of a novelty. Being exceptionally steep, the street was graded as far as



COVINGTON STREET.
(Looking Toward Thomas Park)

practicable, and then a series of flights of steps were built, completing the thoroughfare which extends from East Eighth Street to Thomas Park.

Mr. William J. Feeley was an earnest advocate for this improvement.

It is generally conceded that K Street from East Fourth Street to the water is the prettiest street in South Boston. Its long rows of trees on either side, whose branches and foliage intermingle, forming a long arbor terminating in an expanse of water, is a scene, the beauty of which is difficult to equal.

Thomas Park is another thoroughfare whose numerous and pretty trees add greatly to its appearance. G Street, Linden Street and other streets in this vicinity are also beautified by their many verdant and shapely trees.

CHAPTER IV.

PARKS AND BOULEVARDS.

Marine Park, City Point — Establishment begun in 1876 — Progress of the plans — Q Street widened — Piers — Castle Island secured for park uses — Boat service — Headhouse — Public landing — Thomas Park — Small memorial erected — Independence Square — Commonwealth Park — Lincoln Park — M Street Playground — Gymnasium planned — Boulevards — The Strandway — Extent and area — Features of the Strandway — Columbia Avenue — Location.

THE benefits of parks as recreation places, as well as the beauty they lend to their surroundings, were realized many years ago, and with the rapid occupancy of great tracts of land by buildings of various kinds and the natural increase in population, these benefits become more and more evident.

Marine Park is the largest of the five recreation grounds within the boundaries of South Boston, and is the only one that comes under the municipal system, the other places, with the exception of Commonwealth Park, which comes under the Bath Commission, being under the direct care of Superintendent William Doogue, of the Public Grounds Department.

It was not until 1876 that the first steps were taken to lay out this territory at City Point as a park, and three years later, October 13, 1879, the Board of Aldermen passed an order for a joint committee on public parks to obtain and submit to the City Council an estimate of the cost of land for park purposes embracing the territory between the easterly line of Q Street, extending north to south and east to the Harbor Commissioners line.

The area within these lines consisted of 1,763,006 square feet, of which 1,553,844 were flats valued at half a cent per foot, and 209,162 square feet of land, valued at from six to thirty-five cents per foot. The estimated value of the area was \$39,600 and the buildings thereon \$11,000, making a total of \$50,600. The actual cost, however, has amounted to \$232,972.57, and the work of construction up to date has cost \$1,047,675.06.

The City Council passed a bill November 17, 1881, authorizing the City Treasurer to borrow \$100,000 for the construction of a marine park at City Point, and the Mayor approved the bill December 24, 1881.

It was not until 1883 that the work of construction began, and during that year the surface and upland were graded, old cellars and depressions filled in, and a complete topographical survey and plan of the land taken, and the same of the flats between City Point and Castle Island. The expenditure for the first year amounted to \$2,000.

During this year many suggestions were made, among the most important being that of connecting Castle Island with the mainland and making it a part of the general park plan ; another was the construction of a two-story pier to extend into the water from the southeasterly end of the park, with landing stages and accommodations for bathers. A petition was also sent to the Legislature asking for the use of the flats.



MARINE PARK—Looking Toward Farragut Statue.
(Showing Boulevard.)



MARINE PARK—Entrance From the Strandway.
(Looking West From Head-House.)

The following year all but two of the buildings on the land had been removed. The Studio building was moved to the street line, and was fitted up as a refectory and shelter, all sides of the building being provided with spacious verandas. During this year the building of Q Street to its full width was urged, and the Legislature was again petitioned for the flats east of Q Street.

In 1885 the Legislature granted the use of the flats for park purposes. A contract was made October 23, for the construction of a

temporary wooden pier, 1,200 feet long, from the southeast corner of the park, the outer end of which was afterward to be the inshore end of the proposed iron pier, to serve for a promenade during the construction of the permanent iron structure.

The work on the structure began shortly afterward and continued, with but little delay, until its completion the following year. The structure completed was 1,166 feet long, 30 feet wide and cost \$10,960.

Q Street was widened during this year, making it a 90-foot thoroughfare, and during 1886 it was extended to the north, and East First Street to the east, so that both streets connected at the northwest corner of the park. During the months of May and June of this year a section of the pier 354 feet long was roofed, to afford protection from the rain and sun.

During the season of 1887 an extension of the flats was granted for park purposes, and steps were taken regarding the addition of Castle Island. The pier had in the meantime proved such an attraction that the commissioners decided that they were justified in taking steps regarding the construction of the iron pier. The matter of establishing an aquarium at the park was brought before the commissioners this year and they voted in favor of it. On July 11, a contract was made for the construction of a permanent iron pier extending from the end of the wooden pier.

This work began on September 9, the contract calling for an iron structure of twelve spans of 741 feet, with an option of five extra spans of 308 lineal feet, to be supported by iron columns filled with concrete. The work was continued with but few interruptions, the additional spans being added and a small artificial island constructed at the end as a terminal.

In the meantime the matter of an aquarium had received attention and a large section of the flats was filled in adding much additional territory to the park and constructed in a way that left three large ponds which were to be used in connection with the aquarium. In these it was proposed to place amphibious animals and marine mammalia, including porpoises, seals, walruses and the like. The work on the ponds was not finished until the summer of 1893.

Various improvements were made from time to time. The matter of securing Castle Island for park uses had been constantly urged, and finally May 1, 1890, the United States government granted its use. The matter of constructing a bridge from Marine Park to the island was immediately proposed, but there was considerable delay in the matter. The work was finally begun July 14, 1891, but was not finished until June 2, 1892. The structure cost \$13,973.06. The draw spans a navigable channel 50 feet in width. The bridge and Castle Island were first opened to the public July 29, 1892. Electric arc lights were placed along its entire length, old buildings at the island were removed and many other improvements were made.

Probably the largest crowd that had assembled at the park up to that time was the throng that was present at the unveiling of the handsome Farragut Statue, June 28, 1893. The statue occupies a site at the junction of the main boulevard and the park road leading to the entrance opposite Broadway.

During this season all the old buildings, with the exception of the hospital and commander's house, were removed from Castle Island, and during the summer months a large shelter tent occupied the easterly side of the island which was at the disposal of the public. A plank walk was laid from Broadway to the end of the bridge, a much-needed improvement.

Much attention was given to foliage, the laying out of drives, grading of the beaches and similar improvements during the season of 1894.



MARINE PARK—Looking Toward Broadway.
(Farragut Statue in Foreground.)

Another attractive feature was added to the park in 1895, when the boat service between Marine Park and Castle Island was installed. A small landing was constructed on the easterly side of the park, and from here small launches made trips to the island at stated times. Since then the service has increased, and at present launches also run to North End Park and to Squantum, these additional lines having been started in 1899. Another attraction at the park that season was the "floating theatre," which was moored to Castle Island Bridge. The novelty of the thing evidently proved to be its great attraction, for after it had worn off, the attendance greatly decreased, and the theatre was finally towed away.

The construction of the Headhouse began in 1895, and on June 17, 1896, it was opened to the public. In addition to this the new iron pier was also completed in that year and was opened to the public two days after the Headhouse.

The Headhouse is a picturesque building, the style being that of the medieval municipal council houses of German cities, and is a fac-

simile of the German government building at the Chicago World's Fair. It is constructed of wood and is two and half stories in height, having double gables on all four sides, the whole being surmounted by a cupola containing a clock, while extending from this is a pinnacle bearing a copper mermaid as a weather vane.

The exterior of the building is composed of plastered panels which depict the traditional and historical tale of Massachusetts Bay, in



MARINE PARK — Beach and North Side Head-House and Pier.



MARINE PARK — Head-House and Bathing Beach.

“sgraffito” work, an Italian art, by which, through incising, or scratching, through different layers of varied colored cement, designs in figures and arabesque are produced according to the desired effect.

On either side of the building are long flights of steps leading to promenade platforms which flank the building on either side and lead directly to the pier. Beneath and between these platforms are 500 dressing and shower bath-rooms for bathers which connect directly with the beach, designed for a general public bathing place. Under the promenade are offices for park keepers and other officials.

On the ground, or terrazzo floor, of the building itself is the general waiting room, with toilet and retiring rooms for men and women. On the second floor adjacent to the promenades are two large cafes, a corridor and service rooms. On the third floor is a restaurant and kitchen.

Various improvements at the Park have been made since. In 1899 the plank walk running from Broadway to Castle Island Bridge was taken up and replaced with a broad walk of cinders and macadam, with planted sections on either side. Additional seating facilities were provided from time to time and additional shrubbery added to the planted parts of the park.

One of the most recent improvements was the construction of a public landing at the southwest section of the park. It is a staunch structure built upon piling and provided with a deep channel. An artistic building was later constructed on the landing to serve as an office, and when it was finished the landing on the Pleasure Bay side was removed and the park boats have made use of the new landing since that time. Two drinking fountains and a band stand are recent acquisitions.

It is expected that in the near future Castle Island Bridge will give place to a permanent roadway to the island, as has already been proposed, an improvement long desired and of inestimable benefit.

The total area of Marine Park, Castle Island, land and flats is 288 acres.

It was the presentation of the South Boston Memorial in 1847, to the City of Boston, that was directly responsible for the laying out of that part of Dorchester Heights, now known as Thomas Park, being named for the Revolutionary hero, Colonel John Thomas, who was in charge of a detachment at that place during the siege and evacuation of Boston by the British in March, 1776.

It was not, however, reserved especially or wholly as a recreation place, but a portion of it was used for the construction of a reservoir, for up to 1849, South Boston depended upon wells and springs for its water supply. The reservoir, therefore, was the principal reason for the reservation of this section. In its construction the advantages it offered for recreative purposes were not overlooked, and when the reservoir was completed its grassy slopes had paths leading to its surface where a carriage drive encircled the reservoir.

The reservoir which was recently removed occupied the easterly side of the park and a public demonstration marked its opening, which occurred November 20, 1849.

Sometime after this the section west of the reservoir was levelled, paths were laid out on its surface and approaches made to it from the street at various places. Its high banks were later seeded and many handsome trees were planted on top and around the base of the enclosure and an iron fence was erected level with the street that encircled the park.

It was then given over to the public as a recreation ground and has been devoted to such purpose since. The reservoir was emptied and razed in 1899 to provide a location for a high school, the handsome structure that now occupies the site.

A small granite monument was erected on the westerly section of the grounds but a short distance from the reservoir section in 1877 to commemorate the evacuation of Boston. This was supplanted by a massive marble shaft in 1900 the corner stone being laid by Governor



THOMAS PARK. (On Dorchester Heights)

Crane on May 25, of that year. Independent of the old reservoir site, Thomas Park contains 190,000 square feet.

Independence Square like Thomas Park owes its being to the South Boston Memorial. This land and much more was kept for the use of the several institutions that were in close proximity to it and it was shown, that some sixty acres were being reserved for these institutions where one or two would suffice. It was also shown that reserving such a great amount of land prevented the continuation of several important streets.

Upon investigation by the city authorities these facts were made known and in 1854, the great stockade that enclosed the territory was removed and later on all the streets that heretofore had ended abruptly,

were continued to the water, the institutions enclosed with sufficient land to answer their purposes, and the large square bounded by East Second Street, N Street, East Broadway and M Street, was set aside for park purposes.

The section reserved for the park soon received attention for after the several streets had been put through, it was found that in order to have the park levelled it would have to be built up some on the East Second Street side and this was done, after which paths were laid out,



INDEPENDENCE SQUARE — Looking North.

the majority of which led to the centre which was marked by a handsome fountain.

Later the sloping sides of the park, which had already been named Independence Square, were seeded and in a short time were covered with grass. Trees were set out in all parts of the square and a massive iron fence was erected, enclosing the entire place. Trees were also set out on all the streets upon which the square touched and in a short time the place began to assume its present handsome appearance.

It has received continuous attention since that time and within a few years a shrubbery hedge was planted about its border in place of the iron fence, and other improvements made. About two years ago in order to give convenient approach to the square from East Second Street, large granolithic steps were constructed at the corner of M and East Second Streets and N and East Second Streets. Each season the park receives attention and as a result is one of the prettiest places of its kind in South Boston.

Independence Square contains six and one half acres.

Commonwealth Park is one of the most recent additions to these places of public recreation. It is situated on the Commonwealth Lands and bounded by Mt. Washington Avenue, D Street, Cypher Street, and C Street and was set apart shortly after the filling in of the flats.

After the land had been set aside, little was done with it, and even today it gives no indication of being a park. In 1897, however, the matter of placing a public gymnasium on the ground was introduced. It met with much favor and through the efforts of Alderman M. W. Norris and others an appropriation was secured and soon the structure was under way.

It was finally completed having all the necessary equipment for a place of its kind. This brought the park into more prominence than



LINCOLN PARK,
Emerson, M and Fourth Streets

before, but outside of keeping the ground cleaned and in condition to play base-ball, foot-ball and other games nothing has been done with it.

The present idea is to use the grounds as an open air gymnasium, rather than fitting them up for park purposes, and this will eventually be done. Last year a small track was laid out for running purposes and it is expected that it will be not a great while before the entire place will be fitted up as an open air gymnasium.

Commonwealth Park contains 314,580 square feet.

Lincoln Park is a small piece of land at the junction of East Fourth, Emerson and M Streets, which came into the possession of the city when it purchased the land upon which the Tuckerman School stands.

It was laid out shortly after the construction of the school, more to add to the surroundings than to serve as a place of rest or recreation, for it was completely enclosed. Many pretty trees were planted along the street lines, the centre was seeded for grass and several flower beds were cut out and filled with various plants to add to its appearance.

Thus it has remained since it was first set apart. It contains 9,510 square feet.

The M Street Playground which comprises the territory bounded by East First, M and East Second Streets, has proved to be a most popular resort since it was laid out some three years ago, additional interest being manifested in it with each succeeding year.



M STREET PLAYGROUND.
First, Second and M Streets.

As yet but little has been done to bring the playground up to the condition planned, as it is the intention to have an open air gymnasium on one section of it, while the remaining ground is to be used for various sports.

The ground, which contains about five acres, was formerly a part of the land reserved for the institutions at this part of South Boston and had been used to some extent for farming and gardening. When the insane hospital was discontinued the place fell into disuse and nothing was done with it until the city took it for its present purpose.

The easterly end was immediately laid out and a bicycle and running track constructed while the westerly section was reserved for base ball and foot ball. Later hydrants were placed at convenient points for the purpose of supplying water with which the ground could be flooded in the winter, thereby providing an excellent and safe place for skating.

This year, 1901, the city government has appropriated \$9500 for an out-door gymnasium on this playground and plans are now being made for the equipment of the same.

BOULEVARDS.

It was not until quite recently that South Boston had a thoroughfare that could be classed with the style of road known as boulevards, the Strandway, and even this, though much work has been done on it, is far from what it is planned to be. Besides, the future will give this district another thoroughfare of this kind which will be laid out on the present line of roadbed of the Old Colony Division of the New York New Haven and Hartford Railroad and which it is proposed to call Columbia Avenue.

The Strandway which extends from the southwest corner of Marine Park to, and connecting with Columbia Road at Mt. Vernon Street, which in turn connects with Franklin Park, will, when completed, be one of the finest roadways in or about Boston, and the only one that continues for so great a distance along the very shores of a bay, a feature, that in itself adds to its beauty as well as its novelty.

The benefits of such a thoroughfare, connecting Marine Park and Franklin Park, made themselves more and more evident as Marine Park began to assume its planned appearance, with the result that in 1889, plans for the construction of this connecting link were prepared and submitted.

As a result, favorable action was taken and shortly afterward 145 acres of lands and flats between Burnham's wharf and Marine Park were taken, and the work of construction was soon in progress, and since that time has been continued, but owing to various matters, principally the lack of sufficient funds, the work has suffered long delays at frequent intervals.

The Strandway as planned extends from Marine Park to Columbia Road, the distance being some two miles, following the shore the entire way. As designed it is a beautiful shore drive with a total width of 110 feet, including a broad road, wide walks, and planted spaces, besides a wide strip of clean sandy beach.

Since the work began a solid granite retaining wall surmounted by an iron fence has been constructed, which extends from the west beach at Marine Park to the foot of O Street and along this wall and between its terminals have been constructed the Public Landing and four magnificent clubhouses, that of the South Boston Yacht Club, the Columbia Yacht Club, the Puritan Canoe Club and the Boston Yacht Club. Further to the west and extending almost from K Street to M Street has been constructed the new, beautiful and spacious L Street Bath-house with its distinct and separate sections, for females, men and boys, the finest and most popular bathing place in or about the city.

A short distance west of this and directly at the foot of K Street is another clubhouse, that of the Mosquito Fleet Yacht Club. From here the shore line makes an inward sweep and extends along East Ninth Street to Burnham's wharf. This property is the one remaining lot that has not been secured as yet, but which it is expected will be very soon, thereby forming one continuous line of roadway.

The Strandway will, on its completion, be one of the most attractive features of the park system, with its continuous and varying prospects over the bay and its shores, the islands to the southeast and the Blue Hills to the south all combining to make it a most attractive feature of the park system.

Columbia Avenue, if the plans already arranged are carried out, will make a most important thoroughfare, but as yet only a very small section of it has received attention. It will not only provide a park drive, but will give an almost direct avenue from the junction of the Strandway and Columbia Road into the city proper by way of Dorchester Avenue, an advantage which alone is an important feature.

The relocation of the tracks of the Old Colony Division of the New York, New Haven and Hartford Railroad, will leave the present roadbed unoccupied, and as it forms a direct connection with the Strandway and thence to Columbia Road, being adjacent to many important streets, its advantages as a boulevard are at once evident.

When the roadbed was first built, it was necessary to put in bridges over D and E Streets and one over the tracks at Dorchester Street, necessitating the lowering of the grade of the former and an increase in the grade of the latter. Besides, this roadbed shut off many important streets and has not infrequently been referred to as South Boston's "great wall of China."

With the advent of the new boulevard it is expected that all these objections will be obliterated. The bridges will be removed, the roadbed will be brought down to the normal grade at D and E Streets, Dorchester Street will be brought down to its former grade, and most important of all, the numerous streets that at present terminate at the roadbed, will be properly graded to meet the new roadway and will then be extended, giving them various outlets. This will greatly alter the present appearance of the large section through which the roadbed runs and will be an improvement of inestimable benefits.

Columbia Avenue, as planned, will be 80 feet wide and will have besides an excellent roadway, sidewalks and planted sections, similar to other park roads. It will connect with the Strandway near the foot of Boston Place and will form a part of the latter, until the incline to the Mt. Vernon Street Bridge is reached, where it will continue in a straight line, extending beneath the bridge, while the Strandway turns slightly to the south, connecting with Columbia Road and continuing to the west under that name.

Columbia Avenue at present, terminates under the bridge, but it is the plan in future years to continue it across the marsh lands at this point, to connect with Savin Hill, which will not only make it a valuable adjunct to the park system, but will give an excellent park drive from Marine Park to Savin Hill or to the various sections of the city proper.

CHAPTER V.

BATHS AND GYMNASIA.

L-Street Bath the foremost in the country—First house built in the late sixties—Increased attendance results in improvements and greater facilities—Shower baths introduced—Women's Bath at the Point—Removed to foot of M Street—Discontinued—New location foot of L Street—Magnificent new building, built in 1901—Description—Innovations of 1901—Gymnasia—Commonwealth Park resort—Cost of same—Ward 15 gymnasium in contemplation—Description.

WHEN the topic of public baths is under discussion the name of the L-Street Bath, must, necessarily be brought up, not alone because it is the largest and finest of its kind in the world, but because it is the original free public bath, the advent of which marked an important epoch, not only in the matter of municipal ownership, but in the provision of such an institution free to the public.

It was in the late sixties that the first L-Street Bath came into existence when a small wooden building was erected at the foot of L Street, its sides containing doors leading into various closets where the bathers could disrobe and leave their clothing while enjoying their bath.

This structure was for men and boys, and it proved so popular that it was soon impossible to accommodate those who came to the place owing to the lack of facilities. This led to improvements and greater facilities. The old building was reconstructed, the closets on the west side discontinued to provide a workshop, and in order to make up this loss and to give additional closet room a long, low building was constructed at right angles to the old building which was devoted entirely to closets. A stone wall extending from the southerly end of the old building far out into the water was also constructed to serve the dual purpose of protecting the sandy beach from storms and to shut off the view to those outside.

With these additional accommodations the bathers were well provided for, but only for a short time, for the popularity of the place had spread to such an extent that persons residing within a radius of eight or ten miles were its patrons, and each year saw the numbers increasing to such an extent that it was not long before the place became inadequate to the demands made upon it.

From year to year improvements and additions were made to the bath, particularly in late years, when, even though extra facilities were made for the accommodation of the thousands of bathers, the latter were always in excess of the former, so that by degrees all the room available was taken up in increasing the size of the place.

During the season of 1898 shower baths were placed at the disposal of the bathers, more closets were built for the men, and several hundred lockers were provided for the boys and set up in what was

formerly used as the repair shop. The following winter these lockers were removed and fifty-nine closets built in their stead, and there was also placed in this section 666 pigeon holes for the use of the boys for the storage of their clothing. The number of closets for the men was increased to 276 and other improvements were made so that it was thought there would be ample room for the season of 1899. Under ordinary conditions there would have been, but the popularity of the bath was manifested by a still greater increase in attendance, that made it as inadequate as ever, and an entirely new structure was therefore decided upon.

In the meantime the success of the L-Street Bath brought about the construction of a free bath for females at City Point near the foot of East Fifth Street and this proved to be a success.

With the advent of Marine Park it became necessary to secure another location, and this was obtained at the southerly end of M Street where a building was constructed extending from which were high board fences which were united by another fence at the outer end, enclosing quite a large section. These fences shut off the view, kept the bathers from getting beyond their depth, and kept the water smooth at all times.

This place was used until the land was taken as a part of the Strandway, and in order to provide a place for the female bathers a floating bath-house was stationed at L-Street Bridge. For three seasons it remained there, and although many availed themselves of its advantages it was not conveniently located and did not prove to be as attractive as a beach bath.

During the winter season of 1898 the Bath Commission secured three small buildings, formerly used as voting booths, and setting these up on piles, side by side, just west of the men's bath-house, workmen began to alter and make necessary improvements in them for the use of women and girls, so that during the season of 1899 they had a beach bath at their disposal once again and the attendance showed that it was greatly appreciated.

In fact it proved to be such a popular place, that like the men's it was unable to accommodate those who visited it during the hot days of 1900, and as a result, provision was made for the female bathers in the plans drawn at that time for a new bath-house at this place.

These plans were carried out during the spring of 1901, the result being the present magnificent structure, the finest public bath-house in the world, and having the largest attendance of any other similar bath in the country.

As the new building was constructed with the idea of having three distinct sections, one for women and girls, another for men and the chases about November, 1898, and very shortly afterward plans and



L STREET BATH-HOUSE — Water View.



L STREET BATH-HOUSE — Land View.

third for boys, it will readily be seen that the structure must necessarily be large. Its length is 820 feet, and its general width 34 feet.

There are three central buildings, one for each of the three sections, the most prominent of these being the mens', directly at the foot of L Street. The Strandway facade is constructed in panel form and painted cream and brown. This building is about 20 feet wide and 30 feet long. On the left of the corridor on the Strandway side is the emergency room, to be used in case of accidents, and directly ahead is the office, with a bay window, where keys and checks are obtained.

On either side of the office are toilet rooms, each containing six closets. Directly in front of the office, and running at right angles with the entrance corridor, is another corridor, from which branch many smaller ones, each of which is lined with closets.

This corridor running parallel with the Strandway, connects with two others, both on the east and west sides, running through the covered wings and connecting with the various smaller corridors of the open wings. There are seventy-five closets in each of the covered wings reached by small corridors leading from the main ones and which also connect with the exits to the beach.

Adjoining the covered wings are the open wings, each of which contain 140 closets, built in groups of 10, intersected by corridors connecting with the main corridors and also with runways to the beach. A long platform extends the entire length of the building on the water side, and here, on either side of the central building, are two sets of shower baths, each set containing three showers.

At the right of the men's building is that of the women and girls. The central building was formerly a kindergarten school, but was thoroughly overhauled and fitted up to correspond with the main structure.

On the left side of the entrance facing the Strandway is the children's room, having 250 compartments for clothes. On the right side is the emergency room. Directly ahead is the office, and at either side of it are toilet rooms. In the office are 600 compartments for clothes.

The right wing contains 50 closets and four shower baths, with a corridor running between and intersecting corridors connecting with the beach. The left wing is larger and contains 70 lockers and four shower baths.

At the left of the mens' building is the section for the boys. On the left of the entrance is the emergency room and on the right the toilet room. Directly ahead is the office filled with compartments where the boys place their clothing while in the water. Instead of closets these wings are filled with long seats running along the walls and branching at right angles upon which the boys sit while disrobing. They then take their clothing to the office.

The wings have doors leading to the beach. Outside, as in the men's section, are long platforms, upon which are two sets of shower baths of three each.

On the beach side of the building the division of the different sections is very apparent, as four long, high fences run from the building into the water.

The entire structure is built upon cement piers. Both central buildings and wings are lighted by electricity, and the entire structure is complete in every detail.

Until 1901 the bath was only at the disposal of the public when the tide served, three hours before and three hours after high tide. With the advent of the new bath-house this was changed. A wide channel was dug in order that water could be had at all times, and at present, whether the tide is high or low, those desiring to take advantage of the place, may do so without thought of the condition of the tide.

The most recent feature of the mens' bath is what is commonly known as the "sun parlor." This is a structure of glass, occupying a part of the platform just west of the main office. It is 30 feet long, 14 feet wide, with an average height of 10 feet. It was constructed by the hardy swimmers who visit the bath all the year round and provides a shelter from the cold winds and yet gives access to the sun through both roof and sides.

It is a temporary structure of a portable design and is only for use during the winter. It is expected that the Bath Commission will provide a much better and more artistic structure in the near future.

GYMNASIA.

South Boston already has one of the finest public gymnasiums in the country, that at Commonwealth Park, and the foundations have been laid for another structure of this kind on East Ninth Street, adjacent to the Strandway.

It can truthfully be said of the Commonwealth Park Gymnasium that no other institution of this kind in Boston is more complete or is more appreciated or successful than this one, and, even though it has only been a feature of this district for about two years, it numbers its patrons in the thousands.

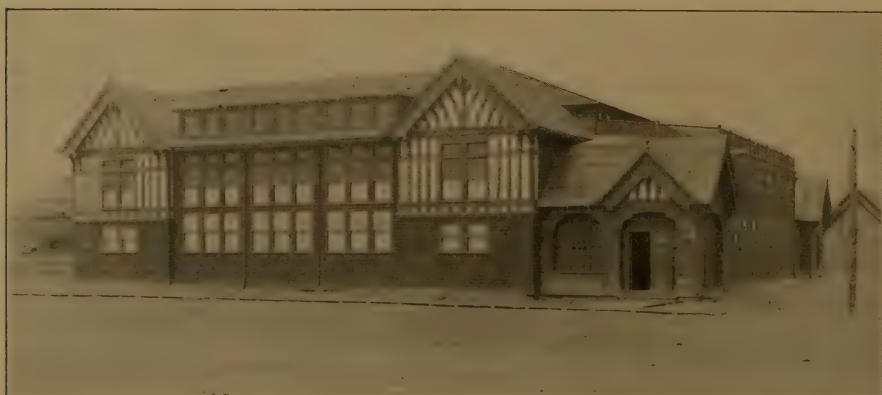
It was largely through the efforts of Alderman Michael W. Norris that this gymnasium was established, Through his efforts and those of many others who had interested themselves in the idea, the City Council appropriated \$15,000 in 1897 for the erection and fitting out of the gymnasium, and work on the structure began in the fall of 1898, the state giving the city the use of the grounds upon which the building is built.

As the work progressed it became evident that more money would be necessary to complete it, and the City Council of 1898 appropriated \$5,000 additional, and later a further appropriation of \$8,000 was granted by the Board of Apportionment for its completion. The structure was finished late in the spring of 1899, but was not fitted with

the necessary apparatus until the fall of that year, and it was finally officially opened Nov. 1, 1899.

The entire cost of the gymnasium was \$28,000. The main entrance which leads to the office is on D Street, and the gymnasium is reached by passing to the left. It includes the entire length of the building, being 100 feet long and 75 feet wide, the distance from the floor to the roof being 26 feet. Windows on three sides of the gymnasium and a series of windows close to the roof give excellent light and ventilation. At night arc and incandescent lights are used.

The gymnasium is fitted with all the appurtenances necessary for a modern institution of its kind, including nearly 200 assorted dumbbells for test of strength, besides 3,000 pairs of wooden dumbbells for



D-STREET GYMNASIUM—Exterior.

class work. There are two sculling machines, six climbing poles, six climbing ropes, two adjustable Swedish vaulting machines, two large mats, each weighing 500 pounds, and several smaller ones.

There is a fine horse for vaulting work and a buck, four pairs of horizontal bars, high jumping machines, vaulting machines, spring board, two pedaling machines, rope ladder, a 60-foot hand ladder and six parallel bars. The building is well equipped with flying rings, chest developers, 28 chest weight machines, four double chest machines, four medicine balls, two abdominal machines and numerous wands for drills. Then there are pedaling machines of bicycling pattern, machines for the head and shoulders, legs and neck, 250 pairs of Indian clubs, machines for squaring the shoulders and other paraphernalia. A balcony about eight feet above the floor encircles the entire gymnasium and upon this is built a 17-lap running track, covered with rubber and having raised corners. On the main floor adjoining the gymnasium is a room containing 300 lockers, the shower bath room, containing 18 shower baths, the superintendent's room, check room and key room.

Above these rooms and approached by the stairways leading to the track are large toilet rooms, fitted with automatic fixtures and also dressing rooms for women. All of these rooms are excellently lighted and ventilated.

The boiler room is built apart from the gymnasium building being some 20 feet from the northwest corner. It contains a large horizontal boiler, fitted with return tanks and traps and is as complete in detail as the main building.

The building is for the use of all who desire to take advantage of it. Tuesdays and Thursdays are set apart for the women and girls,



D-STREET GYMNASIUM—Interior.

the rest of the week for men and boys, with the exception of Sunday. Supt. Walsh has charge of the gymnasium.

Through the efforts of Councilman Daniel V. McIsaac of Ward 15, in 1898, the City Government transferred \$10,000 to the Bath Department for the purchase of land and the erection of a building to be used as a gymnasium and bathhouse in Ward 15, and the City Council also appropriated \$2,500 for the same purpose.

The Bath Department after considerable study and advice from those who understood the needs of the neighborhood in which the bathhouse was to be placed, finally decided on the location at East Ninth Street, between Dorchester and Mercer Streets. The land was pur-

specifications were prepared so that the foundations would be all ready for the building in the spring time, it being generally understood that a sufficient appropriation to finish the building would be forthcoming.

The work of excavating for the foundation began and that work was continued until it was completed. Progress on the building ceased then owing to the inability of the Bath Department to get the necessary money to continue the undertaking, and after that nothing further was done until Councilman Hickey of Ward 15, during the present year, 1901, introduced an order in the City Council, asking for \$20,000 to complete the work. It passed both branches of the city government, only to be vetoed by Mayor Hart. Thus conditions remain at present. The entire cost of the land and foundations amounted to about \$9,000, and to complete the structure, according to the plans already arranged, will cost about \$36,000 more.

The Bath Trustees, in studying the situation in Ward 15 and in laying plans to give the best results, have prepared a very unique plan in that the building is designed to be used at the same time by both sexes, and by a very simple arrangement, while men and boys may have the privilege of the gymnasium and shower baths, women and girls may use the plunge tank and shower baths, and vice versa. Each department is planned entirely separate one from the other, thus shower baths for the men are removed from the shower baths used by women, and the gymnasium and plunge tank are separated from both so that one may choose either one of the three places on coming to this house. One may want to use the gymnasium with its shower bath or may take the public shower bath, or take a plunge bath with its shower bath. This arrangement will give splendid results, being sufficient to take care of a large number of people who come for different purposes.

The gymnasium is designed to be fitted with portable apparatus so that the floor can at any time be cleared and used for assemblages of one kind or another. The room itself will be about 50x80 ft.; the swimming tank under its own separate roof of glass, ventilated in a perfect manner, is planned to be 25x75 ft. in size and will easily accommodate 1,500 to 2,000 per day.

There will be about 15 shower baths for women and 20 for men. The locker rooms will be conveniently arranged and may be reached from the gymnasium, shower bath room and the tank by private stairways. There will be about 300 lockers for women and 800 for men.

The heating and ventilating plan is designed to take care of the fullest needs of the building all the year round, and even the coldest day in winter the temperature of the water of the plunge bath will not be less than 70°.

This structure, situated as it will be, in the midst of a thickly settled neighborhood, is destined to be of great usefulness, and it is hoped and expected that the necessary money to finish the building will soon be available.

CHAPTER VI.

RESIDENCES.

Extensive variety of houses — Growth and changes since time of the old “Ten-footers” — Many excellent residences — Scarcity of land — Introduction of flat-houses — Great building activity — Apartment houses.

A PECULIAR and prominent feature of our district is the extensive variety of the residences and the exceptionally large range of the architectural features manifested in their construction. This is accounted for owing to many of South Boston's oldest houses still standing today, coupled with the fact that building operations have been going on unabated up to the present time.

It will therefore be seen that any of the new features in construction introduced since the early days of South Boston can be found in our district, and it is not infrequent that a modern structure, with all the latest improvements, can be found standing close beside one of the old landmarks, not only making an odd contrast, but giving evidence of the great improvements which time has brought about.

In the early days the popular style of houses was that known as the “ten-footers,” low structures as the name would indicate, having all the rooms on one floor, with a loft above created by the gable roof. Following this the two-story structure, built much on the same plan, was introduced, and from time to time various changes have been made, until, coming down to the present day, the popular style of house and about the only kind now being constructed within our borders is that commonly known as the flat-house, each floor constructed for the accommodation of a family.

Though in recent years many hundred of these houses have been erected in South Boston, until it can safely be said that this style of structure is the prevailing one, it must be understood that in our district are many of the finest residences of their time. Many of these, although erected twenty or twenty five years ago, are as finely fitted and in as excellent condition as those recently constructed, for their owners have kept abreast of the times and have had placed in them all of the many modern conveniences with which the up-to-date house is equipped.

There is but one feature that most of the best houses in the district lack, that is possessed by even most of the unpretentious houses of other districts and that is surrounding ground. A little extra ground in front, or at the sides of a house, for lawn or garden purposes, is an important adjunct, and in other districts where land is plentiful, it is conspicuous and lends a pretty and artistic appearance to the structures

themselves. In South Boston it is different. Land here is scarce, and consequently has additional value, and even though it might be a strong factor, so far as beautification is concerned, it has not had the power to appeal to builders here.

In consequence of this many houses that would be quite imposing with a lawn either about the sides or front, fail to attract attention when constructed on the street line, and even though excellently finished and arranged inside, the exterior appearance has a tendency to detract from the entire structure.

There are, however, a few of these houses with small gardens or



O. D. DANA ESTATE.—Corner of M Street and East Broadway.
(Now Owned by James Duffy.)

lawns in front, while others have more or less land all about them,¹ but such are by far the exception and by no means the rule.

Though there are many beautiful residences scattered throughout our district, it is generally conceded that Mt. Washington, Thomas Park, Broadway Hill and places in their vicinity are the prominent residential sections of our district and the places possessing the best residences.

The houses in these localities are for the most part structures erected at various times within the past quarter of a century, some even earlier than that, but, though not coming within the class that might be termed new houses, yet they have been kept in such excellent condition and have had added to them from time to time the most recent improvements, in plumbing, ventilation, heating, interior decorations and other

of the modern improvements too numerous to specify, that they are by far the finest residences to be found here and will compare favorably with many of best residences of other districts.

Many of these houses are constructed in blocks while not a few stand by themselves or are built in the double form. Some of them are constructed of wood, but most of the better houses are built of brick, having either brownstone, sandstone or marble trimmings.

There are other residences, perhaps not so large, elaborate or imposing as this style already mentioned, but they are none the less comfortable, or in better condition. It might truthfully be said, that with the exception of a few sections in our district, that the residences are all that can be desired, for perhaps where one lacks magnificence



BENJAMIN DEAN ESTATE—East Broadway and Q Street.
(Now Owned by William J. Higgins)

in exterior appearance, its interior arrangement needs nothing in the way of improvement.

Flat-houses first made their appearance about 1880 to 1885, but at that time did not prove popular to the public taste, and consequently for several years only a few were erected. Something more than a decade later, however, they seem to have come into general favor, and it was at that time that much property was purchased throughout South Boston, for the purpose of erecting this style of dwelling.

It was predicted at that time that these houses were merely a novelty or a sort of public fad that would maintain their popular attractiveness for a short time only and would then be deserted by their occupants for the single family houses again.

Whether this prediction will ever become a reality is uncertain, but it is very certain that those who referred to these houses as novelties and fads and who prognosticated an early abandonment of them by their occupants, were, to say the least, somewhat mistaken as to the time.

After building operations were fairly under way it seemed as if nothing could stop the rapid growth of the flat-house. All of the



RESIDENCE OF HON. JOSEPH D. FALLON.
Corner M Street and East Broadway



GLYNN BUILDING,
E Street and West Broadway.



John A. Stetson. Wm. F. Tufts. Hon. Henry F. Naphe. Col. J. Payson Bradley.

RESIDENCES ON EAST BROADWAY.

streets throughout South Boston seemed to be invaded and almost every vacant piece of land throughout the district has been secured from time to time since the operations began, and flat-houses erected.

Unfortunately some of the builders, through lack of pride in the district or who could not foresee an ultimate decrease in valuation

in their property, through their greed for heavy incomes on their investments, erected in some cases structures hardly worthy of the name.

In some cases these buildings were erected in extensive blocks, perfectly plain and with as few of the modern conveniences as possible. They proved good paying investments while their newness remained, but were then deserted by their occupants who sought out other new houses.

As a result, they not only detracted from the appearance of the thoroughfares upon which they were erected, and had a tendency to cheapen the neighborhood, but through the poor form of construction and the lack of stability, they required constant repairs in order to keep them in rentable and tenable condition.

In this manner property that would have increased in value, had staunch and artistic houses been erected, either remained at its original value or had a tendency to decrease, while the constant and endless repairs required, reduced the income to such an extent, that the investor failed to realize a proper percentage on his investment, while at the same time, the defects that were constantly apparent through poor construction had a tendency to prevent a disposal of the property.

This, however, was by no means general and in many cases some excellent samples of both two and three flat-houses can be seen in our district, each flat containing every convenience.

Another style of building that has been introduced within recent years is the apartment house, or hotel as some are called, and some excellent specimens of this style of architecture can also be found in South Boston. Notable among these latter are Hotel Eaton, The Hawes, Glynn Building and The Stebbins.

Many former South Boston residents have moved from the district, for one reason or another, and, even at the present time, there are familiar faces gradually departing to other sections of the city. Quite a number have purchased houses in Dorchester, Brookline or Brighton. Were it not for this latter circumstance, it is known that there are many who would gladly return to their old abiding place. Year after year sees the return to the district of some who, perhaps, thought they would like a change and thus sought another community, but not having purchased elsewhere return joyously to old South Boston.

CHAPTER VII.

MEMORIALS AND STATUES.

Tablet on^e!Dorchester Heights—Farragut Statue, Marine Park—Its unveiling and the attending ceremonies—Nook Hill memorial on Lawrence School—The magnificent Dorchester Heights monument—High School tablet.

COMMEMORATIVE of men of valor whose acts, overflowing with heroism, fearlessness and patriotism, have given our country the exalted position it holds today and who have brought, not alone honor, liberty and union to our own country, but freedom from oppression to our neighbor, South Boston has dedicated imposing and lasting memorials of stone and metal.

The first of these was a small granite stone that was located on Dorchester Heights to mark that place for the conspicuous part it took in compelling the British to evacuate Boston, March 17, 1776.

It was not until 1876, however, that an appropriation was asked for this memorial. At that time an order was introduced in the City Council asking for the necessary funds. The order was passed without difficulty and a design was immediately gotten up, which, on being accepted, was given to the stone cutter and work on the memorial promptly commenced.

The design called for a stone of granite, the extreme height being about six feet and having a base about five feet long and three feet wide, to rest on a solid stone foundation and to be suitably carved and inscribed.

It did not take a great while to complete the memorial, and the following year, 1877, it was placed in position on the apex of the Heights close to a point where the various walks united, forming a small open place.

The design was quite simple, the east and west sides containing representations in bas-relief of old Revolutionary cannon, surmounted by a cannon-ball.

Both the north and south faces of the memorial were polished and bore inscriptions cut into the stone. On the north was cut :

THE ERECTION OF THIS TABLET
WAS AUTHORIZED BY THE CITY COUNCIL OF
BOSTON A.D. 1876
SAMUEL C. COBB MAYOR.
COMPLETED A.D. 1877.
FREDERICK O. PRINCE MAYOR.

The south side bore the following :

LOCATION OF THE
AMERICAN REDOUBTS
ON
DORCHESTER HEIGHTS
WHICH COMPELLED THE EVACUATION
OF BOSTON BY THE BRITISH ARMY
MARCH 17, 1776.

On top the four sides of the stone slope towards the centre and the whole is surmounted by a group of five cannon balls in pyramid form.

There are but two statues in the United States erected to the memory of the dauntless naval commander, Admiral David Glasgow Farragut, "the hero of Mobile Bay," one erected by the nation he served so well and occupying a position in the centre of Farragut Square, Washington, D. C., the other erected in his honor by the City of Boston and occupying the most prominent site at Marine Park.

It was through an order introduced by Councilman Kelley of Ward 8, December 6, 1888, in which it was ordered "That the Special Committee on the Grant and Sheridan Statues consider the expediency of erecting monuments or statues to the memory of Generals George B. McClellan and Winfield S. Hancock and Admiral David G. Farragut," that this statue was erected.

An order was introduced December 27, recommending reference of the matter to the next City Council and it was so referred. Councilman Keenan, also of Ward 8, introduced the matter again, February 14, 1889. The order was passed, the Board of Aldermen concurred, and a committee was appointed to take charge. The committee comprised Aldermen Homer Rogers, John A. McLaughlin, Albert A. Folsom, Councilman Horace G. Allen, Louis M. Clark, Thomas F. Keenan, Benjamin F. Hatch and Richard Sullivan.

The committee then advertised for designs and models for statues and having made a selection of a model of Admiral Farragut, it submitted its report accompanied by an order authorizing the Mayor to contract for the statue of Admiral Farragut. The order was adopted by the Common Council, concurred in by the Aldermen at the meeting held January 4, 1890, and approved by the Mayor January 4, 1890.

Work on the statue was immediately begun, and though several unavoidable delays occurred, the statue was finished within two years. Marine Park was selected as the place for the statue and a committee was appointed to make necessary arrangements for the dedication. It was first proposed to dedicate the statue September 17th 1892, and later on Memorial Day, May 30, 1893, and it was finally fixed for June 28, 1893.

That day was one long to be remembered by South Boston. It was a gala day. The city offices and schools throughout the city were closed. Flags were displayed on public buildings and in many ways the event was observed.

In South Boston everything assumed gala attire, and here the event was observed as a holiday, stores and offices being closed in honor of the occasion. Houses and buildings were decorated and the citizens displayed their hospitality by holding open-house and during the day and evening thousands were entertained.

The programme as arranged by the committee was carried out successfully, the main feature being a parade, military and civic, preceeding the dedication and unveiling of the statue, followed in the afternoon and evening with band concerts and a pyrotechnic display.

Dr. William H. Ruddick of South Boston was selected as chief marshal of the parade and his staff contained many other well known residents. The parade was a lengthy and varied one, consisting of eight divisions which formed on West Fourth Street and the cross streets between A and E Streets. The start was made at 2.40 o'clock, the line of march being through Broadway, direct to Marine Park.

With colors flying and bands playing the procession passed, there being in line U. S. Marines from the Charlestown Navy Yard, sailors and naval cadets from the U. S. S. San Francisco, naval cadets from the training-ship Enterprise, the Massachusetts Naval Brigade, four companies of the Ninth Regiment, a platoon from Light Battery A Second Brigade, Kearsarge Naval Veterans, Admiral Kimberley Garrison 73, Farragut Garrison 26, Gen. I. S. McKenzie Garrison 4, Dahlgren Post 2, G. A. R., Washington Post 32, G. A. R., Gettysburg Command, U. V. U. Following these were officers of the United States Navy and the officers of the Russian fleet, at that time in Boston Harbor, who were in carriages, and they were in turn followed by members of the state and city governments and United States senators and representatives also in carriages. The remainder of the procession consisted of the letter carriers, members of the various yacht clubs and social organizations and various floats.

On the arrival of the procession at Marine Park, the place was thronged. The unveiling exercises commenced immediately and after the rendition of Keller's American Hymn by Carter's band the Rev. Edward A. Horton offered prayer, and this was followed by the reading of a poem written and dedicated to the occasion by Henry O'Meara. Wagner's "Pilgrim Chorus" was then rendered by the band, after which the oration of the day was delivered by former Governor Alexander H. Rice.

The oration was a masterly one and a fitting tribute to the hero whose memory was being honored. Toward the end of his remarks the speaker exclaimed, "Unveil the statue and let the bronze lips forevermore accentuate his fame," and as the words were uttered Miss Annie E. Flood, daughter of Alderman Flood, drew the cord that

allowed the covering to drop from the statue and reveal the likeness of Admiral Farragut.

Captain N. Zelonoy commanding the Russian cruiser *Dimitry Donskoi*, was introduced to the assemblage after the plaudits that greeted the unveiling had ceased, and he delivered a short address. His remarks were followed with benediction, closing the ceremonies.

June 28 received the name of Farragut Day throughout South Boston and each year from the time of the dedication until 1901 with the exception of 1899, the city granted an appropriation for the observance of the day. It was then discontinued owing to the introduction of Evacuation Day.

Though time has brought about the disappearance of Nook Hill it has not obliterated from history or the minds of a patriotic people the part that this site took in the evacuation of Boston by the British soldiers. It was the taking and fortifying of this hill by Washington's troops, after they had taken Dorchester Heights, that convinced the soldiers of King George, that there was no choice for them—it was fight or evacuate, and they decided to do the latter.

Many years after, Nook Hill was reduced, and later the Lawrence School was erected on a part of the site of the hill, while houses were erected on the remainder. In this way its prominence was obliterated gradually and would perhaps in years be forgotten had it not been for the Massachusetts Society of the Sons of the Revolution.

This society, realizing the historic value of the place and also the danger that threatened it, arranged to have a bronze tablet cast, telling of the part that Nook Hill took in the evacuation of Boston and secured permission from the school board to place the tablet on the front of the Lawrence School when it was completed.

This was done, and on Friday, March 16, 1901, the tablet was unveiled for the first time. Principal Amos Leonard of the Lawrence School had arranged an excellent programme for the occasion in which the scholars took part and the exercises proved to be appropriate and interesting.

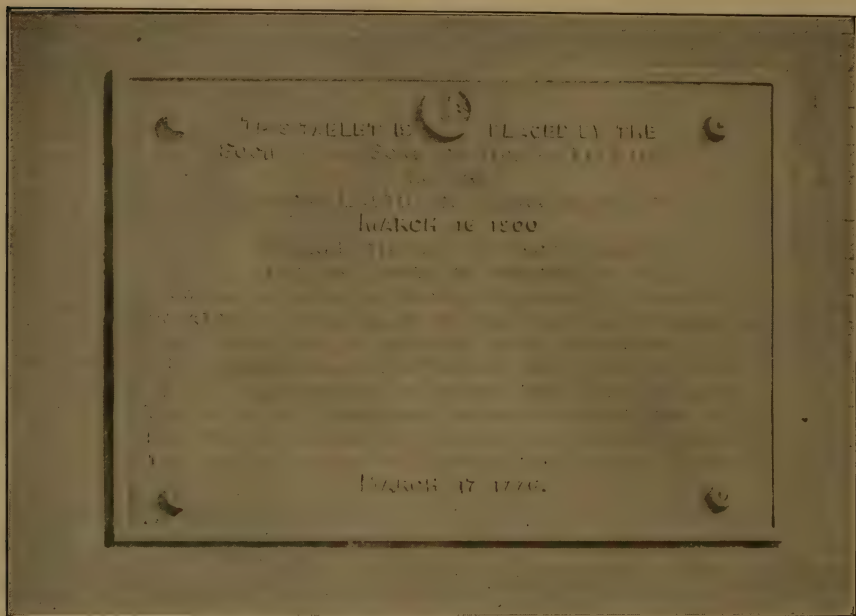
After the tablet had been unveiled all adjourned to the school hall and under the direction of Principal Leonard the exercises began at 3



STATUE OF
ADMIRAL DAVID G. FARRAGUT.
Marine Park.

o'clock. A piano solo, "My Country 'Tis of Thee," was rendered on the piano by Miss Jennie E. Bailey, "Columbia, the Gem of the Ocean," was sung by the scholars of the first class, "Warren's Address to His Soldiers Before the Battle of Bunker Hill," was read by Master Axel G. Dehly, "Patriotic Statues of Boston," was the subject of a recitation by Master Flynn, "The American Soldier," was a recitation given by Master Matthew V. Callahan. At the conclusion of the recitations the school sang "My Own, My Native Land."

Principal Leonard then introduced Maj. Frank Harrison Briggs,



LAWRENCE SCHOOL TABLET—Commemorating Important Action on March 16, 1776.

president of the Massachusetts Society of Sons of the Revolution, who delivered an historical address on the evacuation of Boston. Toward the conclusion of his remarks he presented the tablet to the City of Boston. School Committeeman Nichols in a short address accepted the tablet for the city.

Mr. Thomas Hill, president of the South Boston Savings Bank and one of the oldest and most esteemed residents of South Boston, delivered a short address, telling of South Boston in its early days and of the progress made since the time of Nook Hill.

Dorchester Heights monument, the handsome massive marble shaft that rises from the apex of Dorchester Heights to mark that his-

toric place, is not only the most important of South Boston's memorials, but also bears the distinction of being the only memorial of its kind ever erected by the state of Massachusetts.

One of the first acts of Representative John J. Toomey, after he became a member of the House of 1897, was to give his attention to the erection of a memorial that would be a fitting tribute to the great victory of Gen. Washington and his soldiers in compelling the British troops under Gen. Howe to evacuate Boston, and to mark in an appropriate manner this historic spot, upon which the American patriots constructed the redoubts that made this great victory possible.

Representative Toomey introduced the resolve asking for an appropriation for the construction of this monument January 31, 1897, and, strange though it may seem, there was no body of men or organization in South Boston willing to co-operate with him. He, however, interested Dr. William H. Ruddick and Col. J. Payson Bradley, who attended the first hearing before the Committee on Military Affairs, held at the State House, March 4, 1897. Representatives of the Sons of the Revolution, Daughters of the Revolution, Society of Cincinnati, Grand Army of the Republic, Union Veterans Union, Union Veterans Legion and Sons of Veterans were also present.

Speeches were made by President Edward S. Barrett of the Sons of the Revolution, Senator James A. Gallivan, Mrs. William Lee of the Daughters of the Revolution, Col. D. S. Lamson, Dr. William H. Ruddick, Hon. William S. McNary, Representative Toomey and Col. J. Payson Bradley.

A week later the Committee on Military Affairs visited Dorchester Heights and the members, after looking over the place, expressed themselves as being much in favor of a suitable memorial for the place. Unfortunately there was opposition to the proposed monument by some of the residents, who intimated to the committee that its erection would interfere with the project for a high school, which it was intended to erect on the reservoir lot of Dorchester Heights. This delayed action on the part of the Committee on Military Affairs, and it finally referred the matter to the next General Court, and on April 26, 1897, the Senate voted to refer the resolve to the next General Court.

The following year, former Representative Toomey saw that the matter was again brought up, and on February 28, 1898, another hearing was given by the Committee on Military Affairs. Those who spoke on this occasion were President Edward S. Barrett of the Sons of the American Revolution, Mrs. William Lee of the Daughters of the Revolution, Col. J. Payson Bradley, Commander Fredolin Kramer of Dahlgren Post No. 2, G. A. R., Representative James B. Clancy, former Representatives John J. Toomey and Charles J. Chance, and letters were read from Rear Admiral Belknap, U. S. N., and Dr. William H. Ruddick.

As a result the committee expressed itself as favorable to an appropriation providing the City of Boston would set aside a suitable place

on Dorchester Heights for the monument and promise to maintain it. At a conference with the legislative committee held March 4, Mayor Josiah Quincy gave this assurance, and the committee reported favorably for an appropriation of \$25,000.

The Boston Transcript, through its editorial columns, did much to aid in securing the appropriation and also to urge the completion of the monument without delay. It was not until October that the formal provision for a site was made, and though Messrs. Toomey, Bradley



DORCHESTER HEIGHTS MONUMENT.

Commemorating the erection of redoubts by General Washington and his army, March 4 and 5, 1776.

(Erected by the State of Massachusetts, 1900.)

and Ruddick continued their efforts, it was not until March, 1899, that Gov. Wolcott appointed a committee of his council to decide upon a design. This committee comprised Lieut.-Gov. Crane and Councillors Charles I. Quirk and William W. Davis.

Several conferences were held with the South Boston committee, and eight architects of the city were invited to offer designs, the successful one to receive five per cent of the appropriation and each of the others \$100. A design was accepted in October, although the material,

which was of brick, was rejected, and it was proposed to build it of granite. This was later changed, through an offer made by a concern which desired to construct the shaft of Georgia marble, and the bid being satisfactory a contract was made the latter part of October.

The site chosen for the monument was the topmost point of what, in Revolutionary times, was known as the West Hill, thus distinguishing it from the other Twin Hill, on which the Perkins Institution is located. Plans in the possession of the City Engineer denotes this point on the West Hill as the exact location of what was the centre of the redoubts.

It was not until February, 1900, that ground was broken, and on March 18, the first stone was laid. The work then progressed, and on the morning of May 25, 1900, the corner stone was laid by Gov. W. Murray Crane in the presence of a small gathering. Addresses were made by Gov. Crane, former Representative Toomey and Dr. W. H. Ruddick.

The work was then carried on, and when the shaft had been completed iron spiral stairs were built inside which have proved to be insufficient. No terrace was built as had been planned, as the appropriation was simply for the monument. More delay occurred until Representative Edward L. Logan in 1901 introduced a resolve calling for an additional appropriation, and \$8,000 was provided to continue the work, but owing to a delay in the Senate it was not until June that it reached Gov. Crane, who immediately signed it.

Shortly afterward, Gov. Crane, at the request of the South Boston committee, appointed a committee to take charge of the work, comprising Lieut.-Gov. John L. Bates and Councillors Jeremiah J. McNamara and Arthur Maxwell. This committee, September 18, 1901, voted to approve the execution of a contract for the building of the terrace and grading the surroundings in accordance with the plans of the architect, and it is now expected that the monument will be completed in the spring of 1902, although another appropriation may be necessary to remove the present stairs and put in proper ones.

This monument, one of the finest in the eastern part of the United States, serves the double purpose of being a memorial to a great national event and at the same time an observatory from which a beautiful view may be had within a radius of fifteen miles.

It is constructed of Georgia marble rising from a mound ten feet high at the intersection of the various walks on top of Dorchester Heights. It reaches a height of 106 feet 7 inches surmounted by a pinnacle and weather vane 18 feet high. At the base the monument is 18 feet 4 inches square. The entrance, on the easterly side, is 10 feet 8 inches in height and 4 feet 8 inches in width.

About seventy-eight feet above the surface of the park is the chief observation point while below this are other levels from which a view can be had. The first of these are the openings on all four sides which

are about forty feet from the ground and the others are the balconies on all four sides which are about twenty feet above the windows.

It is planned to place on the west side of the monument a large bronze tablet suitably inscribed, and to President Elliott of Harvard University has been accorded the honor of writing the inscription, the following being a copy of what he has submitted :

ON THESE HEIGHTS
DURING THE NIGHT OF MARCH 4TH 1776,
THE AMERICAN TROOPS BESIEGING BOSTON
BUILT TWO REDOUBTS
WHICH MADE THE HARBOR AND TOWN
UNTENABLE BY THE BRITISH FLEET AND GARRISON.
ON MARCH 17TH THE BRITISH FLEET
CARRYING 11,000 EFFECTIVE MEN
AND 1,000 REFUGEES
DROPPED DOWN TO NANTASKET ROADS
AND THENCEFORTH
BOSTON WAS FREE.
A STRONG BRITISH FORCE
HAD BEEN EXPELLED
FROM ONE OF THE UNITED AMERICAN COLONIES.

It is intended by the projectors of the monument and it is the desire of the state authorities that admission to the monument shall be absolutely free, that thus thousands of visitors may visit our historic section, and from the top of Dorchester Heights monument, get a good idea of the magnificence of our domain.

The most recent of memorials to heroes who gave of their best to the country's cause, is the bronze tablet on the walls of the High School building, commemorative of those soldiers who died in the Spanish-American War. With the hundreds of others from the district, they quickly responded to the call of their country, ready to do or die, not knowing which might be their lot.

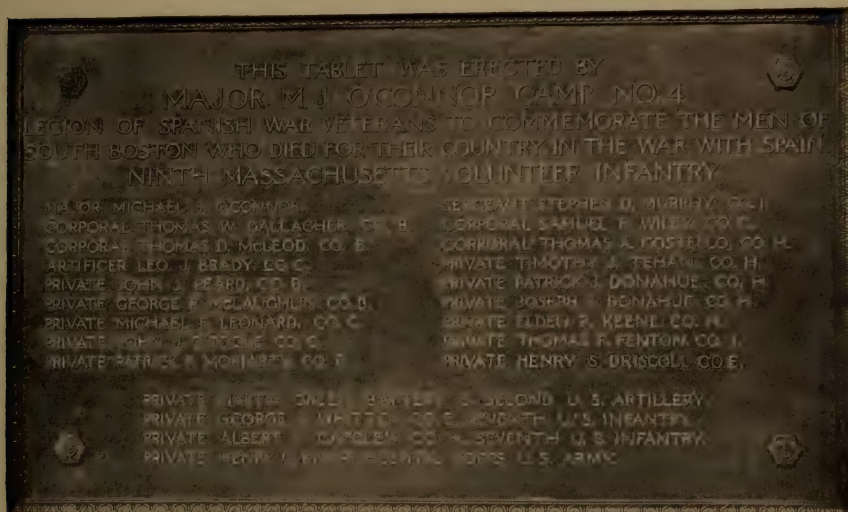
Besides those who died upon the field of battle there were many who contracted disease in the hot climate of Cuba, which resulted in their untimely death.

Two years after the close of the war, one of the first acts of Major M. J. O'Connor Camp 4, Legion of Spanish-American War Veterans, was the appointing of a committee to arrange for a tablet to contain the names of the soldiers from South Boston who died during the war. Through the efforts of Dr. William J. Gallivan, President of the School Board, a space in the walls of the High School building, then being erected, was reserved for the tablet and the committee of the Camp then proceeded with its work.

A most careful and diligent search was made for the names of all the soldiers from South Boston who died in the war, and the committee,

when it had completed its investigations, felt satisfied that no soldier's name had been omitted.

This memorial is to be seen on the first floor of the High School



HIGH SCHOOL TABLET—Commemorating men who died in the Spanish War.

building, directly opposite the main entrance, and it immediately attracts the attention of all visitors.

The tablet contains twenty-two names, is of heavy bronze and is a splendid piece of work. Major M. J. O'Connor Camp may well feel proud of its memorial to its honored dead.

Thus it is that South Boston has four memorials commemorative of valiant and noble deeds rendered in times of war. The first, Farragut Statue, recalls the hero of Mobile Bay. It was erected by the City of Boston. The second, Nook Hill tablet, marks the spot where the American troops, under Gen. Washington, took its final stand and whereon they built fortifications on the night of March 16, 1776. This was placed on the Lawrence School by the Massachusetts Society of the Sons of the Revolution. Then the monument on Dorchester Heights, commemorative of the great strategic movement of March 4 and 5, 1776, which was responsible for the evacuation of Boston, was erected by the Commonwealth of Massachusetts and is the work of Norcross Brothers, contractors. Finally the High School tablet, the result of the efforts of Maj. M. J. O'Connor Camp, L. S. W. V., recalls the young men who gave up their lives in the Spanish-American War of 1898.

CHAPTER VIII.

SCHOOLS AND SCHOOLMASTERS.

Sixth Division—Number of schools—Special studies and teachers—Other than the Boston public schools—South Boston High School—Description—Dedication—Bigelow School district—Changes—New Building—Masters—Staff of 1901—Gaston School district—Grammar School once damaged by fire—Staff—John A. Andrew School district—Staff—Lawrence School district—Location an historic one—Splendid library a feature—Staff—Lincoln School district—Staff—Norcross School district—Staff—Shurtleff School district—Location—Staff—Thomas N. Hart School district—Historic location—Staff—Sketches of Masters.

SEVERAL divisions go to make up the school system of Boston the section included within the boundaries of South Boston being known as the Sixth Division. In order to facilitate matters each division is made up of several districts, each district including at least two school buildings, one for primary and the other for grammar classes, the district taking the name of the grammar school included within its limits.

The Sixth Division, therefore, consists of the High School and eight districts, including the following schools: Bigelow (grammar), and the Hawes and Simonds Schools, Gaston (grammar) and the Benjamin Pope Schools, John A. Andrew (grammar) and the Ticknor Schools, Lawrence (grammar), Parkman, Old Parkman and the Samuel G. Howe Schools, Lincoln (grammar), Tuckerman and Choate Burnham Schools, Norcross (grammar), Drake and Cyrus Alger Schools, Shurtleff (grammar) and Clinch Schools, Thomas N. Hart (grammar), Capen and Benjamin Dean Schools.

In this way the masters of the grammar schools not only have charge of one school but of all that come within their particular district. Besides these, every district, with the exception of the Bigelow, have kindergarten schools, or classes as they are more generally called. It will therefore be seen that a pupil passes through the kindergarten, primary and grammar classes, without going outside of the district.

The South Boston High School is not included in the districts of the Sixth Division, as, like other high schools, it depends upon the entire division for its pupils. Graduates from all of the grammar schools of the division and even outside of it are received at the High School.

Besides the usual studies in the grammar classes special studies are also given in manual training, sewing and cookery. The manual training instructors are Sybel G. Brown, Louise H. Billings, Olive I. Harris and Helen F. Veasey, cookery Julia T. Crowley, sewing Mary

T. Patterson, Elizabeth S. Kenna, Catherine J. Cadogan, Mary J. McIntyre and M. Lillian Dunbar.

Another feature of the public school system is the evening classes that are open to both young and old during the winter months. These schools are conducted in the Lincoln and Bigelow school buildings. During the erection of the new Bigelow School the Norcross School has been used for the evening classes.

Besides the public schools, there are within the boundaries of South Boston three parochial schools, St. Agnes School of the Gate of Heaven parish, St. Augustine's School of St. Augustine's parish and St. Joseph's Female School of SS. Peter and Paul's parish.

Under the head of schools must be mentioned, also, the South Boston School of Art, which, through the benevolence of the late John Hawes, has provided South Boston with a place of learning where not only art, as the term implies, but stenography, naval architecture and various other studies are taught. This school is free to residents, both male and female. There is also the German School at the corner of F and West Sixth Streets.

SOUTH BOSTON HIGH SCHOOL.

It was not until the fall of 1901 that the district could boast of a high school. In saying this it is not amiss to make use of the old proverb, "Patient waiters are no losers," for the building is one of which every resident can be justly proud.

The building, which occupies what was formerly the reservoir lot in Thomas Park, a section of historic Dorchester Heights, is a most imposing structure, and situated as it is upon the highest ground in South Boston, is conspicuous from all directions, making it a prominent landmark, overlooking as it does the harbor and the entire city.

It was constructed from plans of Herbert D. Hale, and is a three-story structure above a half basement, having a front line of 220 feet facing G Street and a depth of 122 feet toward Telegraph Hill. Generally speaking the architectural style is colonial. The skyline is a facsimile of the Executive Mansion at Washington, D. C.

The building is constructed of light mottled gray brick with limestone trimmings and is lighted by four pane windows throughout. The keynote of the plan is the two large interior courts, open from the basement to the roof and lined with light gray brick, which arrangement gives ample light and ventilation to the corridors and central rooms.

Setting well back from the street line the building is approached by a walk. Sixteen granite steps lead up to the central entrance which consists of a group of three doors that open into a large vestibule, finished in white and Knoxville marble.

Beyond this is the stair hall, sixty feet wide, exclusive of the stairs. The floor is of marble mosaic and the walls are finished with marble dadoes, the space being relieved by Doric columns, similar to those of

the old Doric Hall at the State House. From this magnificent hall entrance is had to the gallery of the gymnasium and drill hall.

At each of the front corners of the first floor are double class rooms, with single class rooms and recitation rooms adjoining, also class rooms at either side of the drill hall, making practically ten class rooms on this floor. The second floor is laid out in a similar manner, with the exception of the master's room, assistants' room, library and toilet room, which are directly over the main corridors of the first floor.

From the corridors on the second floor four doors open into an assembly hall, having a seating capacity of 1,000. This is directly over



HIGH SCHOOL.

Thomas Park, Fronting on G Street.

the gymnasium and is finished in quiet colors, the general effect being Pompeiian. The stage is fitted with rising tiers of seats sufficient to accommodate an entire graduating class of 120 or 150, and has two ante-rooms leading from it, one on either side. The gallery, supported by Doric columns, is a feature of the hall. The hall is lighted from the ceiling which is of glass, having a border of fretwork.

On the third floor, which takes in the upper part of the assembly hall, are two class rooms, laboratories for physics, chemistry, zoology, botany, etc., besides rooms for apparatus and instruction in drawing. There is also a large lecture hall on this floor fitted with seats placed in rising tiers.

In the basement is the main part of the drill hall and gymnasium measuring 60x77 feet. Here also are two large rooms fitted with many tiers of lockers. Besides these there are the shower bath rooms, bicycle rooms, lunch room, kitchen and janitor's quarters. The contract for erecting the building was \$242,971, but before completion cost nearly \$300,000.

At the beginning of the school year, in the fall of 1901, the building was first occupied, the boys and girls of South Boston, who had been attending the high schools in the city proper, being transferred to the new school. It was not until Tuesday, November 26, 1901, however, that the new building was dedicated, at which time fitting exercises were held, consisting of addresses by Mr. Thomas J. Kenny of the School Board, who presided, Mr. Herbert D. Hale, Mr. William F. Merritt, Chairman of the Committee on New Buildings, Dr. William J. Gallivan, President of the Boston School Board and Chairman of the Committee on High Schools, Headmaster Augustus D. Small, Mr. Thomas A. Mullen and Mr. Edwin P. Seaver, Superintendent of Schools. Letters of regret were read from Thomas N. Hart, Mayor of Boston, the Rev. Edward Everett Hale, D.D., and the Rt. Rev. Mgr. Denis O'Callaghan, D.D.

At the opening of the school a very large number of boys and girls registered, and the average attendance the first year was nearly 500.

Augustus D. Small, formerly sub-master of the Lawrence Grammar School, is headmaster of the high school and the masters are Myron W. Richardson, William I. Corthell and Frank V. Thompson. The instructors in the various branches are Misses Clara W. Barnes, Agnes G. Giffether, Margaret A. Leahy, Lillian J. MacRae, Susan L. Mara, Annie M. Mulcahy, Marie A. Solano, Elizabeth Tracy, Bertha Vogel, Blanche A. Bemis, Henriette Goldstein, Ruth E. Hubbard, Charlotte A. Kendall, Annie G. Merrill and Lillian A. Bragdon.

Headmaster Augustus D. Small is a man of wide experience in educational matters and since assuming charge of this new institution he has given entire satisfaction to pupils and parents alike. He was born in Bangor, Me., and his early education was that afforded by the country schools of his native town and his studying at home outside of his working on the farm.

Mr. Small comes of pioneer Cape Cod stock, his ancestors having been among the immigrants that settled Provincetown and Truro, according to Rich's history of those towns.

He entered Colby University, graduating in 1865 at the head of his class, and during the two terms of his senior year he was in charge of the academy at Waterville. Graduating, he taught classes in modern languages and the higher mathematics in Suffield, Conn., and was then for four years high-school principal in Rockland, Me., and then, for six months, principal of the high school in Newport, R. I., when he was chosen Superintendent of Schools in that city. During the two years

that he occupied the latter position, he was also a member of the Rhode Island Board of Education.

For eight years Mr. Small was Superintendent of Schools in Salem, Mass., and in 1881 he was appointed sub-master of the Lawrence School on B Street, and was teacher of the first division from 1888 to 1901. In April of the latter year, he was appointed headmaster of the new high school. During the summer of that year, Mr. Small spent all



HEADMASTER AUGUSTUS D. SMALL.

but two days of the time preparing for the opening of the new school, corresponded or talked with hundreds of the prospective pupils, advising them on the course of studies, selected and instructed his staff of teachers, and made a complete working program for the school.

In his examination for certificate for high school master, Mr. Small took first rank. He was highly recommended for high school work by Hon. Solomon Lincoln, overseer of Harvard, Col. Thomas Wentworth Higginson, Dr. William T. Harris, U. S. commissioner of education, and a score of other well known educational experts. Although his name was omitted, for some reason, from the Phi Beta Kappa roll of Colby University, when it was made up a few years ago, this error has been corrected

and Mr. Small is included in this list of best scholars that the college has graduated.

He was for five years secretary and treasurer of the Massachusetts Schoolmasters' Club, and for seven years president of the Schumann Club, a leading musical organization of Allston. He is well known in musical circles, a member of the Handel and Haydn Society, and other similar organizations.

Mr. Small is held in high esteem by the people of South Boston and he endeared himself to the boys of the Lawrence School, who regretted his departure from them, though pleased at the merited promotion.

BIGELOW SCHOOL DISTRICT.

The Bigelow School was organized in 1849 as a school for girls, and the schoolhouse erected during that year on the present site of the new school building, corner of E and Fourth Streets. It was named in honor of Hon. John P. Bigelow, who was mayor of Boston from 1849 to 1851 inclusive. It was dedicated May 2, 1850. The building was a brick structure with granite trimmings four stories high and contained twelve rooms and a large exhibition hall. Owing to the rapid growth

of the school it became necessary to add two more rooms on the top floor, a part of the hall being taken for this purpose.

It continued as a school for girls until 1859, when, upon the Hawes School being discontinued as a grammar school, the boys were sent to the Bigelow, making the latter a mixed school. It continued as a



BIGELOW GRAMMAR SCHOOL (BOYS')—New Building.
E and West Fourth Streets.

school for both sexes until September 1, 1869, when, upon the completion of the Shurtleff School, the girls were transferred to this new building, making the Bigelow a boys school, which it has been since that time.

In 1899 the building, being old and inadequate both in size and conveniences, was razed for the purpose of erecting the present handsome and modern structure. This building is one of the finest in the city, having, besides seventeen school rooms, a science room, exhibition hall, gymnasium, shower-bath room, lunch room, teachers' room, master's room, sub-masters' rooms and library. The building is constructed of buff brick and Warsaw blue-stone trimmings and is fitted with all of the most modern facilities for heating, lighting and ventilating.

Frederick Crafts, who was the eighth master of the Hawes School (from 1839 to 1850), was placed in charge of the Bigelow School at the time of its establishment. He remained two years and was succeeded by Joseph Hale, whose place in 1862 was taken by C. Goodwin Clark,



MASTER J. GARDNER BASSETT.

and in 1865 Henry C. Hardon, now of the Shurtleff School became master. Thomas H Barnes, now of the Gaston School, succeeded Mr. Hardon in 1869 and remained until 1889. In the latter year Frederic H. Ripley assumed charge and was succeeded in 1896 by J. Gardner Bassett, the present master.

There are two primary schools in the Bigelow district, the Hawes and the Simonds Schools.

HAWES PRIMARY SCHOOL.—This is the oldest school in South Boston, having been established in 1811. A detailed account of its interesting history is given in a preceding chapter. The first building occupied by the school was situated in the vicinity of G and Third Streets and was known as the South Boston School. The present building was erected in 1823, the site being given to the city by John Hawes, a prominent resident of South Boston. According to old records it was not known as the Hawes School until 1827.

The Hawes School originally consisted of two large halls, with side rooms for recitations and could accommodate 360 pupils. The teachers were a master, sub-master, an usher, a head assistant and five assistants, whose combined salaries amounted to \$6,369.14. There were six Primary Schools included in the Hawes District at that time, two were kept at the rear of the Hawes school house, two in Blanchard's Building and two at City Point. The Hawes was discontinued as a grammar school in 1859 and has been a primary school since that time. The present building is two stories high and contains eight rooms.

SIMONDS PRIMARY SCHOOL.
—Owing to the growth of the Hawes School the building became inadequate and accordingly it became necessary to secure additional room to relieve its crowded condition. In order to do this it was decided to erect a building in the school yard, and accordingly the Simonds School was built in 1840. It is a brick building and contains three rooms. The area of the site of both schools is 14,972 square feet.



HAWES HALL AND SIMONDS PRIMARY SCHOOLS.
West Broadway near Dorchester Street

There are twenty-seven regular instructors in the district —three male and fourteen female instructors for the grammar and ten female instructors for the primary schools. Pupils in grammar school 792, primary schools 508, total for district 1,300.

The master and teachers in this district are as follows :

Bigelow School :— Master J. Gardner Bassett ; sub-masters John F. McGrath and Carroll M. Austin ; first assistants Amelia B. Coe and

Ellen Coe; assistants, Martha A. Goodrich, Eleanor M. Jordan, Angeline S. Morse, Margaret E. Roche, Sabina G. Sweeney, Caroline L. Regan, Mary Nichols, Alice M. Robinson, Malvena Tenney, Josephine Crockett, Evelyn M. Howe, Katharine P. Kelley and Catharine H. Cook.

Hawes Hall:—First Assistant Annie S. McKissick; assistants, Sarah D. McKissick, Ella F. Fitzgerald, Margarette H. Price, Laura S. Russell, Mary L. Howard and Alice E. Thornton.

Simonds School:—Assistants Julia A. Rourke, Julia G. Leary and Florence L. Spear.

Master J. Gardner Bassett has been connected with the Bigelow School nearly 30 years. He was born in Bridgewater, Mass., and after attending the schools of his native town he decided to fit himself to be a teacher. He therefore took a four years' course in the Bridgewater Normal School, and then taught for a short time in North Woburn and Fall River.

January 26, 1874, he was appointed to the Bigelow School as usher, as the assistant teachers were then called. In 1883 he became first sub-master and in 1896 head master of the school. It was largely through the efforts of Mr. Bassett that the attention of Dr. William J. Gallivan, President of the School Board, was called, in 1898, to the dangerous condition of the old school, and steps were immediately taken for the erection of the magnificent new building now nearing completion. Mr. Bassett also organized the Bigelow School Alumni Association in June, 1900.

GASTON SCHOOL DISTRICT.

The Gaston School, established in September 1873, was named in honor of William Gaston, mayor of the city at that time and afterward governor of Massachusetts. The building is located on East Fifth Street, at the corner of L Street and was built in 1873. In April 1887, it was seriously injured by fire and when repaired the structure was fitted throughout with a modern ventilating system.

The building is three stories high and contains fourteen rooms and a hall, all of which are occupied by grammar classes.

No reference to the Gaston School would be complete without allusion to its first master, Mr. Charles Goodwin Clark. Mr. Clark had been master of the Bigelow and Lincoln Schools previous to the erection of the Gaston. He was a born teacher and was second to no man among the masters of Boston in advancing the interests of education.

This district contains one primary building.

BENJAMIN POPE PRIMARY SCHOOL.—This building is situated at the corner of O and East Fifth Streets, the main entrance being on O Street, and was built in 1883. It is two stories high, and contains eight rooms, all of which are occupied by primary classes.

There are thirty regular instructors in the district, one male and eighteen female instructors for the grammar, and nine female instructors for the primary and two for the kindergarten classes.

Sewing is taught to all the divisions of the grammar school by special teachers.

Pupils in grammar school, 970, primary schools, 500, kindergarten 60, total for district 1,530.

The master and teachers are as follows :

Gaston School :— Master Thomas H. Barnes ; first assistants Juliette R. Hayward and Sarah C. Winn ; assistants Carrie M. Kingman, Clara A. Sharp, Mary B. Barry, Carrie A. Harlow, Emogene F.



GASTON GRAMMAR SCHOOL (GIRLS)

East Fifth, Sixth and L Streets.

Willett, Ellen R. Wyman, Emma M. Sibley, Josephine A. Powers, J. Adelaide Noonan, M. Isabel Harrington, Jennie G. Carmichael, Lila Huckins, Agnes R. Leahy, Louise B. Frothingham, Mary S. Laughton and Florence E. Bryan.

Benjamin Pope School :— First assistant Ella R. Johnson ; assistants Katharine J. McMahon, Carrie W. Haydn, Mary E. Dee, Lelia R. Haydn, Isabella J. Murray, Louise E. Means, Katherine E. Goode and Lillias Thomson.

Kindergarten :— Grace L. Sanger and Bertha E. Richardson.

Master Thomas H. Barnes was born in Waltham, Mass. His father was Francis, and his mother was Adeline Lawrence of Lexington.

His boyhood was spent on the farm, attending a school a few months in the winter, when he could be spared from the duties of the

farm. Thinking he would like to be a teacher he prepared at the Bridgewater Normal School. After short terms of teaching in country schools at Abington and Lexington, he became principal of the Hacker School at Salem, where he remained until 1865, when he became sub-master in the Bigelow School, South Boston. He was promoted to the mastership in 1869, and held that position till 1889, when he was transferred to the Gaston School succeeding Mr. C. Goodwin Clark.

His wife was Miss Louise J. Varney of Salem. They have but one living child, William Thomas Barnes, a civil engineer, graduate of the Institute of Technology in 1893.

Mr. Barnes is a Mason, and belongs to several beneficiary orders. He is a member of the Broadway Universalist Society, and holds offices of trust in the denomination at large.



BENJAMIN POPE PRIMARY SCHOOL.
P and Fifth Streets.



MASTER THOMAS H. BARNES.

He has declined positions of honor in various organizations, preferring to give his time and energy to his chosen work.

Hundreds of the young men of South Boston, today, look back to their schooling in the old Bigelow School and recall with gratitude the teachings of Mr. Barnes, his patience, kindness and constant advice which was so profitable to them in after years. In the Gaston School, likewise, he has endeared himself to the pupils.

JOHN A. ANDREW SCHOOL DISTRICT.

This school was established in September, 1873, and in its early years occupied a part of the Ticknor building. The present building was erected in 1877-78 and was dedicated June 5, 1878. It was named

in honor of Governor John A. Andrew, but was known simply as the "Andrew School," until 1890, when by a vote of the School Committee on February 25th of that year the full name "John A. Andrew" was applied to it. It is the only mixed grammar school in South Boston. It is a spacious and well equipped building, three stories high and contains fifteen school rooms, a teachers' room and a hall. Area of site, 24,889 square feet. This district contains but one primary school building.



MASTER JOSHUA M. DILL.

TICKNOR PRIMARY SCHOOL.—It is situated corner of Dorchester and Middle Streets, and was erected in 1848. This building was at one time known as the Washington School. In April, 1848, the town of Dorchester appropriated \$3,600 for the land and \$6,000 for the building. A two story brick structure was erected and completed in the fall of the same year. It contained two primary rooms on the first floor and a large room for grammar pupils capable of accommodating 120 on the second floor. In 1865 the structure was enlarged and repaired, resulting in the present



JOHN A. ANDREW GRAMMAR SCHOOL (BOYS AND GIRLS).

Dorchester Street.

building. The present structure is three stories high and contains twelve rooms. Area of site, 11,486 square feet.

There are twenty-nine regular instructors in the district, two male and fourteen female instructors for the grammar, eleven female instruct-

ors for the primary and two for the kindergarten classes. Sewing is taught by a special teacher to nine divisions of the grammar school. Pupils in grammar school 835, primary and kindergarten schools 625, total for district 1,460.

The master and teachers are as follows :

John A. Andrew School :— Master Joshua M. Dill ; sub-master Edgar L. Raub ; first assistants Emma M. Cleary and Sarah E. Lyons ; assistants Mary L. Fitzgerald, Alice T. Cornish, Bertha E. Miller, Olga A. F. Stegelmann, Anna M. Edmands, Maude S. Rice, Alice E. Dacy, Agnes M. Cochran, Annie M. Zbrosky, Mary E. Bernhard, Ellen M. Collins and Ethel M. Borden. Special instructors :— Julia T. Crowley in cookery, Louise H. Billings in manual training and Elizabeth S. Kenna in sewing.



TICKNOR PRIMARY SCHOOL.
Dorchester Street.

Sarah E. Welch, Alice L. Littlefield, Grace E. Holbrook, Annie M. Driscoll, Emily F. Hodsdon, Annie C. O'Reilly, Mary C. Gartland, Charlotte C. Hamblin. Kindergarten :— Principal Isabel B. Trainer ; assistant Effie M. Charnock.

Master Joshua M. Dill of the John A. Andrew School was born in the town of Wellfleet, Cape Cod, and received his early education in that town and later taught school there. He then attended the State Normal School at Bridgewater from which he graduated in 1870. For a short time he occupied a position as teacher in West Bridgewater, afterward re-entering the State Normal School where he took the advanced course, graduating in July, 1872, and in September, 1872, he secured a position as teacher in Natick. In January, 1863, he secured a position in the Quincy School, Boston, where he remained until March, 1874, when he was appointed sub-master of the John A. Andrew School. He occupied this position until December, 1881, when he was appointed master of the school. For twenty years Principal Dill was a resident of Dorchester, but at present lives in Newton.

LAWRENCE SCHOOL DISTRICT.

The Lawrence Grammar School was instituted in 1842 and occupied the building known at the present time as the Parkman School on Broadway adjoining Station 6. It was not known as the Lawrence School in those days, however, being called the Mather School, in commemoration of the distinguished divines, father and son, of that name.

Some years ago when the building underwent extensive repairs it was named the Lawrence School as a grateful testimony to Amos Lawrence a prominent Boston merchant who, for several years, had manifested much interest in the school and who, from time to time, had presented "The Lawrence Association," valuable donations



LAWRENCE GRAMMAR SCHOOL (BOYS').
B and West Third Streets.

of books and similar articles. This association was formed in 1844 to increase intellectual and moral culture among the pupils. Through the donations of Mr. Lawrence and the efforts of the people themselves a library of some twelve hundred volumes was secured.

The present school building, situated on B Street between West Third and Athens Streets, was erected in 1856 and when the pupils were moved from the old building the name Lawrence went with them and the old building received its former name again.

This new structure contains fourteen rooms and a hall and at one time was one of the best school buildings in Boston. It is a four story brick building erected upon a part of the former site of Nook Hill, that historic spot upon which Washington's troops erected a battery on the night of March 16, 1776, which was effective in convincing the British soldiers in Boston that it was time to vacate, and they took their departure the following day. At that time the hill was about fifty feet higher than at present. In commemoration of the historic significance of the site, the Massachusetts Society of the Sons of the Revolution placed a bronze tablet upon the school March 17, 1900, at which time there were appropriate exercises by the pupils.

For several years the Lawrence School was the largest in the city, but when the march of progress obliterated a portion of this, a thickly settled section of the district, the attendance was greatly diminished. Quite recently Master Leonard, having a room entirely vacant, had it fitted up as a teachers' room and also had extensive changes made in the hall. Various classes have from time to time presented the school with busts of eminent men, pictures and similar articles, while with the money received through the Gibson fund, Master Leonard has provided a stereopticon, and from year to year adds various valuable books to the already large library that had its origin in the Lawrence Association.

Lawrence School graduates look back to their school days here with particular pleasure, and there is not a more loyal alumni in the city. The area of the school site is 14,343 square feet. There are three primary schools in this district.



JOSIAH A. STEARNS.
First Master.



MASTER AMOS M. LEONARD.



LARKIN DUNTON.
Second Master.

PARKMAN PRIMARY SCHOOL.—This building was originally known as the Mather School and was later called the Lawrence until the Lawrence School was erected, after which its original name reverted to it again only to be taken away once more in 1898, at which time it



SAMUEL G. HOWE PRIMARY SCHOOL.
West Fifth Street.



PARKMAN PRIMARY SCHOOL.
West Broadway.

was named the Parkman School, to prevent confusing it with the newly erected school in Dorchester of the name of Mather.

It is situated on West Broadway, midway between B and C Streets, and was erected in 1842. It is a three story brick building and con-

tains eleven school rooms, teachers' room and ante-rooms. Six rooms are used for primary, four for grammar and one for kindergarten classes.

In 1898, it was decided to abandon the Parkman schoolhouse on Silver Street for school purposes and the name "Parkman" was accordingly transferred to the Mather and it has been known as the Parkman Primary School ever since.

OLD PARKMAN PRIMARY SCHOOL.—This school is situated on Silver Street and was erected in 1848. It is a three story brick building containing six rooms, four of which are at present occupied by pupils of the Bigelow district. The building is in such poor condition that its discontinuance was expected long before now and will certainly result when the new Bigelow School is completed.

SAMUEL G. HOWE PRIMARY SCHOOL.—Situated on West Fifth Street is the Samuel G. Howe School, erected in 1874. It is a brick building containing nine rooms, including the teachers' room and kindergarten room. It was named in honor of Dr. Samuel G. Howe, a distinguished citizen of South Boston and founder of the Perkins Institution for the Blind.

Area of site 12,494 square feet.

There are thirty-three regular instructors in the district, three male and twelve female instructors in the grammar and fourteen female instructors in the primary and four in the kindergarten classes. Pupils in grammar school 809, primary 829, total for district, 1,638.

The master and teachers in this district are as follows :

Lawrence School:—Master Amos M. Leonard ; sub-masters George S. Houghton and Michael E. Fitzgerald ; assistants Charlotte Voight, Isabella F. Crapo, Katherine Haushalter, Mary E. McMann, Mary A. Montague, Maud A. Gleason, Mary A. Conroy, Margaret J. Schenck, Mary F. O'Brien, M. Louise Gillett and Elizabeth J. Andrews ; drawing Jennie E. Bailey.

Parkman School:—First assistant Sarah E. Lakeman ; assistants Margaret M. Burns, Maud F. Crosby, Lena J. Crosby, Mary E. Flynn, Eva C. Morris, Amelia McKenzie. Kindergarten : Principal, Helen L. Holmes ; assistant Ida G. Thurston.

Samuel G. Howe School:—First assistant Martha S. Damon ; assistants Emma Britt, Marie F. Keenan, Martha J. Krey, Mary E. T. Shine, Henrietta Nichols and Sabina F. Kelly ; Kindergarten : Principal Bertha Arnold ; assistant Anna M. Mullins.

Miss Margaret A. Moody, for fifty years a teacher in the Mather and Lawrence Schools, was one who will long be remembered by old Lawrence School boys who were her pupils at some time during that period. She began teaching in the old Mather School in 1842. The rounding out of those fifty years of faithful service was remembered by a large number of her former pupils who, June 26, 1893, presented her with a basket of 150 choice roses, among those participating being men prominent in various walks of life. Mr. John F. Noonan, a member of

her first class, and now living, was one of the number. The presentation speech was made by Mr. Thomas A. Mullen. Having completed a half century of teaching, Miss Moody resigned. She died at her home on East Fifth Street in 1895.

From its beginning and for many years the Lawrence School was in charge of Josiah A. Stearns, who is well remembered by many of our residents. He guarded the interests of the school until March 1868, at which time it became a school for boys, Master Stearns and the girls being transferred to the new Norcross School.

His service to the city of Boston was a long and honorable one, covering a period of over forty years, beginning as usher in the old Adams School, on Mason Street, and continuing as principal in the Mather, Lawrence and Norcross Schools, from August 1843 until shortly before his death, October 1882.

Master Larkin Dunton, who succeeded Master Stearns at the Lawrence School, was also well known. He had served as principal of the high school at Bath, Me., and came to the Lawrence School in 1867 as sub-master, becoming master a year later. He was appointed headmaster of the Boston Normal School, Sept. 1, 1872, where he rendered most efficient service for 27 years.

Master Amos Morse Leonard, of the Lawrence School, and who succeeded Master Dunton, is a descendant in the seventh generation of James Leonard, who, with his brother Henry, set up a forge, or bloomery, on Two Mile River in Taunton, now Raynham in 1652. These were the first permanent iron works in this country. The Leonards were previously engaged in the iron industry in Pontypool, Wales, and Bilston, Eng., their lineage going back to William the Conqueror, through Lord Dacre of England.

Mr. Leonard was born in Stoughton, being the third of nine children, of Hiram and Rebecca G. Leonard. His father owned a small farm and was also engaged in the manufacture of edge tools and shoe makers' kit. When not attending school the sons worked on the farm and sometimes assisted their father in the shop.

When 14 years old, a new interest in study was awakened in young Leonard by J. Murray Drake, a teacher of great ability, who boarded in the family, and his aim in life then was to become a teacher like his ideal. As there was no high school in Stoughton, Mr. Leonard began the study of Latin, algebra and geometry under Mr. Drake and in 1859, entered Pierce Academy, Middleboro. He remained here until 1862 when he entered Tufts College and a year later he was admitted to the sophomore class in Harvard University from which he graduated in 1866. During one year of his course here he studied Italian under James Russell Lowell. He was a member of the Theta Delta Chi and Pi Eta Societies. In 1865 he received the degree of A. M. from Harvard.

Between 1860 and 1866 he taught school in Stoughton for several

terms and in September 1866 he was engaged to teach Latin and mathematics in Mr. David B. Tower's Latin School on Park Street. On October 22, of that year he resigned to take charge of a branch of the Quincy School, in the old Franklin Building on Washington Street, Boston.

He remained until May 1, 1868, when he was appointed sub-master of the Lawrence School after a competitive examination in which sixty participated. September 1, 1872, he was appointed master, gaining the distinction of being the youngest principal and having charge of the largest school in the city at that time.

In June 1897, at the close of his 25th year as master, he was the recipient of a handsome gold watch, a token of friendship and esteem from all the teachers, pupils and janitors of the district.

Master Leonard is a member of the Boston Masters' Association, Massachusetts Schoolmasters' Club, vice-president of the Roxbury Co-operative Bank, of which he has been a director since 1899, and a member of the security committee for ten years, and a life member of the Bostonian Society. He is much interested in historical studies and is fond of good literature and classical music, having been for many years a member of the Handel and Haydn Society and the Boylston Club.

Mr. Leonard was married in King's Chapel, December 28, 1898, to Miss Helen Augusta, daughter of the late Sylvanus and Caroline Wesson Adams. He resides at 47 Bellevue Street, Back Bay District.

LINCOLN SCHOOL DISTRICT.

The Lincoln School on East Broadway was established in 1859 as a school for both sexes. It was named in honor of Frederick W. Lincoln, mayor of Boston 1858-60 and 1863-66. In 1873 the school was divided and the girls were sent to the Gaston School which had just been completed. Again in 1889 the district was divided and a portion of the pupils were sent to the Thomas N. Hart School which was finished in that year. The building contains 13 school rooms, a teachers' room and a hall. The building is four stories high. Area of site, 24,000 square feet. Included in this district are two primary schools.

Mr. Samuel Barrett was the first master of the Lincoln School. From 1852 to 1859 he had been master of the Hawes School and on the establishment of the Lincoln School he was transferred, taking charge June 7, 1859. June 13, 1865 he presented his resignation which took effect at the end of the school year. Mr. Barrett had been in the service of the city as a school teacher since 1828.

July 11, 1865 Mr. C. Goodwin Clark was transferred from the Bigelow School and was annually elected master of the Lincoln School until June 25, 1872 when he was transferred to the new Gaston School, taking charge the following year.

July 8, 1873 Mr. Alonzo G. Ham was elected master, remaining until March 26, 1889 when he was transferred to the Thomas N. Hart School, his mastership there dating from Dec. 2, 1889.

March 25, 1890 Mr. Maurice P. White was elected master of the Lincoln School and has since been in charge.

TUCKERMAN PRIMARY SCHOOL.—This building on East Fourth Street between L and M Streets, was constructed in 1850, is three stories high and contains six rooms. It was named in honor of Rev. Joseph Tuckerman, a member of the Primary School Committee in 1827-28. It was much smaller originally, but was enlarged to its present size in 1865. It was included in the Gaston District until 1890 and in February of that year was transferred to the Lincoln District. Area of site, 11,655 square feet.



LINCOLN GRAMMAR SCHOOL (BOYS').
East Broadway.



MASTER MAURICE P. WHITE.

CHOATE BURNHAM PRIMARY SCHOOL.—This is one of the newest buildings in South Boston having been erected in 1894. It is situated on East Third Street, between H and I Streets, and contains eight rooms. It is three stories high, constructed of yellow brick, heated by steam and fitted with all modern appliances. It was named in honor of Choate Burnham, a prominent resident of South Boston, who was a member of the School Committee during 1891 and part of 1892. Area of site, 17,136 square feet.

There are thirty-one regular instructors in the district:—Three male and twelve female instructors for the grammar and fourteen female instructors for the primary and two for the kindergarten

schools. Pupils in grammar school 713, primary 715, kindergarten 56, total for district 1484.



TUCKERMAN PRIMARY SCHOOL.
East Fourth Street.



CHOATE BURNHAM PRIMARY SCHOOL
East Third Street

The master and teachers are as follows :

Lincoln School : — Master Maurice P. White ; sub-masters William E. Perry and Charles N. Bentley ; first assistant Martha F. Wright ; assistants Josephine A. Simonton, Hattie E. Sargeant, Louise A. Pieper, Florence O. Bean, Vodisa J. Comey, Ellen A. McMahon, Hannah L. Manson, Jennie M. Pray, Agnes G. Nash, Gertrude L. Wright and Frances G. Keyes.

Tuckerman School : — First assistant Elizabeth M. Easton ; assistants Ellen V. Courtney, Mary A. Crosby, Ella M. Kenniff, Mary F. Lindsay, Anna E. Somes and Elizabeth G. Burke.

Choate Burnham School : — First assistant Laura L. Newhall ; assistants Kate A. Coolidge, Eleanor F. Elton, Helen M. Canning, Daisy E. Welch, Helen A. Emery and Rachael W. Washburn. Kindergarten : — Principal Annie E. Pousland, assistant Eliza L. Osgood.

Master Maurice P. White was born in South Hadley, Mass. His father was Stephen White, a descendant of William White of the Mayflower, and his mother was Lydia Bradstreet, a descendant of Gov. Bradstreet. Until fourteen years of age he worked on a farm and attended the district school. Then, on the death of his father, he came to Boston. Fitting for college at Salem he graduated from Amherst College and began teaching in an academy in New Hampshire, then taught in Washington, D. C. for six years and came to Boston as sub-master of the Lowell School in 1883. He became master of the Lincoln School in 1889.

In 1888 Mr. White married Helene Schmimelfennig, daughter of Gen. Schmimelfennig of Pennsylvania.

Master White is an earnest worker, thorough in the management of the school and is respected by all his pupils.

NORCROSS SCHOOL DISTRICT.

This school was established in the building it now occupies on D Street corner of West Fifth Street, having been built in 1867-68 and dedicated March 10th of the latter year. It was named in honor of Otis Norcross, mayor of Boston during 1867, who bequeathed a fund of \$1,000, the income to be expended by the master for the benefit of the school library. The building is four stories high and contains fourteen rooms and a hall. Area of site, 12,075 square feet. There are two primary buildings in the district.

On the establishment of the Norcross School District, the girls, taken from the Lawrence School, occupied the new building, and their master, Josiah A. Stearns, took charge of the new school, being the first master thereof. He resigned in 1882, completely broken in health, and he lived but a few months afterward. He was succeeded by the



NORCROSS GRAMMAR SCHOOL (GIRLS)
D and West Fifth Streets



MASTER FRED O. ELLIS.

present master, Frederick O. Ellis, who was transferred from the Bigelow School where he had been sub-master.

DRAKE PRIMARY SCHOOL.—This building occupies a site on C Street at the corner of West Third Street and was built in 1869. It is three stories high and contains six rooms, five of which are occupied by primary classes and one by a school of cookery, known as Boston School Kitchen No. 2. Classes from the various other schools for girls

in South Boston have regular days for meeting here where they are taught cooking by a special instructor. The building was named in honor of Henry A. Drake, a well known resident of South Boston, who served on the School Committee from 1854 to 1858 inclusive, and from 1864 to 1868 inclusive. Area of site, 10,260 square feet.

CYRUS ALGER PRIMARY SCHOOL.—In 1881 this building was erected on West Seventh Street. It is two stories high and contains eight rooms, all of which are occupied. It was named in honor of Cyrus Alger, the celebrated iron foundryman and a well known resident of South Boston. Area of site, 16,560 square feet.



CYRUS ALGER PRIMARY SCHOOL
West Seventh Street.

There are twenty-five regular instructors in the district :—One male and twelve female instructors for the grammar, and ten female instructors for the primary and two for

the kindergarten classes. Sewing is taught by two special teachers to every division of the grammar school. Pupils in grammar school 660, primary schools 588, total for district 1,248.

The master and teachers are as follows :

Norcross School :—Master Fred O. Ellis ; first assistants M. Elizabeth Lewis and Mary R. Roberts ; assistants Emma L. Eaton, Mary E. Downing, Maria L. Nelson, Emma F. Crane, Juliette Smith, M. Josephine Leary, Elsie M. Paul, Agnes J. Hallahan, Cherrie W. St. Clair and Ellen T. Noonan.

Drake School :—First assistant Eleanor J. Cashman ; assistants Fannie W. Hussey, Abbie C. Nickerson and Kate E. Fitzgerald.

Cyrus Alger School :—First assistant Ann E. Newell ; assistant, Hannah L. McGlinchey, Harriet L. Rayne, Jennie A. Mullaly, Alice W. Baker and Josephine J. Mahoney. Kindergarten :—Principal Louise M. Davis ; assistant Ruth Perry.



DRAKE PRIMARY SCHOOL.
C and Third Streets.

Master Fred O. Ellis began his career as a teacher in Swampscott where he taught in both high and grammar grades. He was thus engaged at the breaking out of the Civil War and answered the country's call in 1862, going to the front with seven of his former pupils. When his term of enlistment had expired he returned to Swampscott where he again took up his position at teaching, the school committee having held his position open. In February 1865, Governor John A. Andrew commissioned him a captain in the state militia. Two years later he came to Boston to accept the position of sub-master in the Bigelow School, which position he filled with ability until 1882 when his excellent service secured for him the position of principal in the Norcross School which he has retained since that time.

SHURTLEFF SCHOOL DISTRICT.

This school was established in 1859 and, as its membership grew, quarters were secured for the pupils in various places, among them being the vestry of the Presbyterian church on Dorchester Street, the Bigelow Hall, a hired room on Broadway, and rooms in the Ticknor School in Washington Village.



SHURTLEFF GRAMMAR SCHOOL (GIRLS).
Dorchester Street.

As time advanced the number of pupils rapidly increased and as the Bigelow School was overcrowded a new school building became an urgent necessity. Accordingly the present structure was erected and, on its completion in 1869, the various places formerly used for school purposes were deserted for the new building. It was then decided to relieve the Bigelow School and the girls were taken from there and installed in the Shurtleff School.

The present building was erected on the site of what was formerly the Boston Cemetery, the work of construction continuing during 1868-69, and the building dedicated on Nov. 23 of the latter year. It was named in honor of Nathaniel B. Shurtleff, mayor of Boston 1868-70. It is a brick building with granite trimmings three stories high, containing fourteen school rooms and a hall, six rooms on each of the first two floors and two school rooms, a library and hall on the top floor.

Shortly before the dedication of the building Mayor Shurtleff pre-

sented the school with a handsome clock which was placed in the hall and since that time the school has received various gifts from graduates and others, among them being busts of Mary A. Livermore and Lucy Stone, all of which have been placed in the school hall. Area of site, 40,553 square feet.

There is but one primary building in this district.

CLINCH PRIMARY SCHOOL. — This structure is directly in the rear of the Shurtleff School, occupying a part of the same lot of land, which includes the corner of F and West Seventh Streets, the entrance being on F Street. This building was erected in 1871. It is a brick structure three stories high and contains six rooms. It was named in honor of the Rev. Joseph H. Clinch, an Episcopal clergyman, well known in South Boston, and who served on the old Primary School Committee, 1853-54 and who composed the ode at the dedication of the Shurtleff building. Area of site, 13,492 square feet.



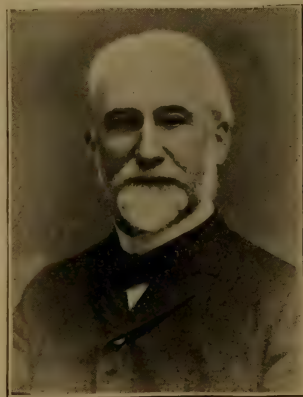
CLINCH PRIMARY SCHOOL.
F Street.

There are twenty-three instructors in the district: — One male and thirteen female instructors for the grammar, and seven female instructors for the primary and two for the kindergarten classes. Sewing is taught by a special teacher to eleven divisions of the grammar school. The system of dress cutting by the "Magic Scale" was begun in the first class in the fall of 1887. Pupils in grammar school about 600, primary school 366, total for district 966.

The master and teachers are as follows:

Shurtleff School: — Master Henry C. Hardon; first assistants Anna M. Penniman and Ellen E. Morse; assistants Katharine A. Dwyer, Jane M. Bullard, Winnifred C. Folan, Mary M. Clapp, Marion W. Rundlett, Anna L. Scallan, Ella G. Fitzgerald, Marguerite S. Clapp, Margaret L. Nolan, Margaret M. Ring and Katherine S. Nash.

Clinch School: — First assistant Alice G. Dolbeare; assistants



MASTER HENRY C. HARDON.

Mary E. Morse, Alice C. Ryan, Lillian M. Hall, Florence G. Frazer, Sarah T. Driscoll and Mary Taylor. Kindergarten :— Principal Frances S. Tufts ; assistant Florence H. Murray.

Master Henry C. Hardon has the distinction of being principal of this district since the erection of the school. He was born in Mansfield, Mass., and first attended school there. His parents moved to Virginia, taking him with them when he was still very young, and here he attended a private school and later Martinsburg Academy, concluding his studies at Berkeley Seminary. He came to Massachusetts during early manhood and engaged in mercantile pursuits. His first position as a teacher was as an usher in the old Hawes School. His next position was that of sub-master of the Mather School which he held until his appointment as principal of the Shurtleff School in 1865.

THOMAS N. HART SCHOOL DISTRICT.

This district was established to relieve the Lincoln Grammar School district, and the present building on East Fifth Street, corner of H Street, was erected in 1888-89 and was occupied December 4 of the latter year. It contains thirteen school-rooms, a teachers' room, master's room, reception room and a hall. One room in the building is used as a kindergarten. The building was named in honor of Thomas N. Hart, mayor of Boston during 1889 and 1890, and again in 1900 and 1901. Shortly after its dedication Mayor Hart presented the school with a handsome marble clock which decorates the hall. This building is three stories high and, being one of the most recent in South Boston, is fitted with all modern improvements. It occupies a part of the site formerly occupied by a section of the historic Dorchester Heights. A part of the elevation was removed in order to level the ground for school purposes. There are two primary schools in this district, the Capen and the Benjamin Dean.

Alonzo G. Ham, loved and respected by his pupils of the Lincoln School, was appointed master of the new Thomas N. Hart School on its establishment in 1889. From the Lincoln School to the new district also went the sub-master, John F. Dwight, and seven of the teachers. On the death of Mr. Ham in 1895, Sub-Master Dwight was advanced to the responsible position which he has so satisfactorily filled ever since,

CAPEN PRIMARY SCHOOL.— This building was erected in 1871 on East Sixth Street, corner of I Street. It is three stories high and contains six rooms and originally belonged to the Lincoln District. It was named in honor of an esteemed clergyman, Rev. Lemuel Capen, who lived and died in its immediate neighborhood, and who served on the old Primary School Committee, 1823-1831 and 1842-43. Area of site, 12,354 square feet.

BENJAMIN DEAN PRIMARY SCHOOL.— This is a new building,

two stories high, erected in 1898, on H Street, corner of East Sixth Street, directly in the rear of the Thomas N. Hart School. It contains eight rooms and was named in honor of the late Benjamin Dean, an

esteemed resident of South Boston who at one time served as a congressman from the district. Area of site, 11,977 square feet.

There are twenty-eight regular instructors in the district, two male and eleven female in the grammar, and eleven female instructors in the primary and four in the kindergarten schools. Pupils in grammar school 457, primary schools 790, total for district 1,247.



THOMAS N. HART SCHOOL (BOYS).
East Fifth, Sixth and H Streets.

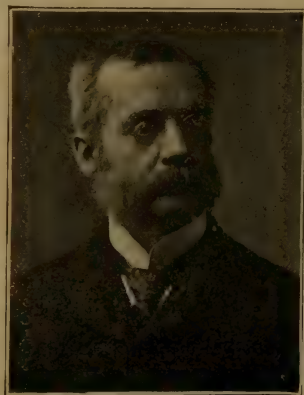
The master and teachers are as follows :

Thomas N. Hart School :— Master John F. Dwight ; sub-master John D. Philbrick ; first assistant Margaret J. Stewart ; assistants Jennie F. McKissick, Mary B. Powers, Emma J. Channell, Fannie G. Patten, Anastasia G. Hyde, Bertha Pierce, Florence Harlow, Carrie L. Prescott, Maude C. Tinkham and Mary E. Donnelly. Primary classes, M. Edna Cherrington and Mary F. Keyes.

Capen School :— First assistant Mary E. Powell ; assistants Laura J. Gerry, Mary E. Perkins, Ella M. Warner, Mary E. Farrell and S. Louella Sweeney.

Benjamin Dean School :— Assistants Evelyn M. Condon, Lura M. Power and Anna T. Mahan. Kindergarten :— Principal Mary I. Hamilton ; assistants Alice J. Sughrue, M. Isabel Wigley and Gertrude C. L. Vasque.

Master John F. Dwight was born in Plymouth, Mass., Aug. 20,



MASTER JOHN F. DWIGHT.

1844, his parents being Rev. John and Sally Ann (Hastings) Dwight. He fitted for college at Phillips-Exeter Academy and took his degree at Harvard University in 1870.

From 1870 to 1876 he was principal of the Rahway Institute and was master of the Cumming School in Woburn from 1876 to 1877. In the latter year he was appointed sub-master of the Lincoln School, South Boston, where he remained until 1889 when he was appointed



CAPEN PRIMARY SCHOOL
East Sixth and I Streets.



BENJAMIN DEAN PRIMARY SCHOOL.
H and East Sixth Streets.

to a similar position in the new Thomas N. Hart School, remaining in that position until 1895 when he was made master.

Mr. Dwight lives at Weymouth, Mass. His wife was Miss Nellie L. Woodruff of Rahway, N. J. and of four children, two are living, Edith Marion, 18 years of age, and John F. Dwight, Jr., 16 years of age. He is a member of the Knights of Pythias.

As sub-master of the Lincoln School, then in a similar position in the Thomas N. Hart School, and especially as master of the latter institution, Mr. Dwight has won for himself the respect and esteem of his pupils. Kind and patient, yet he is a thorough disciplinarian and his pupils ever remember him with feelings of gratitude and admiration.

SS. PETER AND PAUL'S PAROCHIAL SCHOOL.

This school, located on West Broadway, directly opposite SS. Peter and Paul's Church, near A Street, was established in 1860 shortly after the fire that destroyed the old church and when work had commenced on the present house of worship. The building is of brick, three stories high, and has seventeen rooms, having been enlarged

during the pastorate of Rev. William A. Blenkinsop. The school is in charge of the Sisters of Notre Dame. In September, 1895, Rt. Rev.



SS. PETER & PAUL'S PAROCHIAL SCHOOL.
Broadway.

Bishop Brady established a school for boys and there are now in attendance 630 girls and 380 boys. The area of the site is 14,142 square feet.

ST. AUGUSTINE'S PAROCHIAL SCHOOL.

Probably one of the largest and best parochial schools in Boston is that connected with St. Augustine's Church. It is situated at the corner of Baxter and E Streets. For many years Rt. Rev. Monsignor O'Callaghan, D.D. P. R., had this school in view, but did not undertake its construction until his church was entirely paid for. In 1892 he bought the site on E Street, now occupied by the schoolhouse, the same site which he had many years before rejected as a site for his church. The work of construction was commenced and the school established and opened for the first time in September 1896.

The building is four stories high, constructed of brick with brown-stone trimmings and contains sixteen class rooms and a large hall capable of seating 1,400 persons. The present school consists of 996 pupils, boys and girls, who are taught by twenty-six Sisters of Notre Dame who live in the convent on the opposite corner of Baxter and E Streets. Sister Albertina is the principal of the school. The area of the site is 16,651 square feet.

The attendance at the St. Augustine's School has increased so rapidly that during the past year one hundred pupils have occupied two rooms in the hall on F Street, adjoining the rectory.

ST. AGNES PAROCHIAL SCHOOL.

One of the first acts of Rev. Michael F. Higgins, after assuming the pastorate of the Gate of Heaven Church in 1873, was the opening of a parochial school. This was on the first floor of the church, corner of I Street, and the Sisters of Notre Dame, from SS. Peter and Paul's School were the teachers. In 1879 the brick building corner of I and East Fifth Streets was erected, named St. Agnes School, and the Sisters of St. Joseph came in September, 1879. The building has since been used as a convent and school. From its very establishment the attendance has been large, and the excellence of the course of study there may be judged by the fact that during the present year all the graduates of the school who took the examination for admission to the new high school on Thomas Park passed with very high marks, such as to receive special mention from the headmaster and



ST. AGNES PAROCHIAL SCHOOL,
I and East Fifth Streets.

members of the School Board. Kindergarten, primary and grammar grades are included here. There are fifteen instructors and the number of pupils is 608.

GERMAN PRIMARY SCHOOL.

At the corner of F and West Sixth Streets is a neat looking two story school building, which is known as the German School. It is a branch of the larger school on Shawmut Avenue, connected with the Church of the Holy Trinity (German) and in it are two primary classes composed of the children of German residents of South Boston. When they complete their primary course here they may be admitted to the large school on Shawmut Avenue. The school is taught by two Sisters of Notre Dame. The school was established in 1898 and has an attendance of more than 100 pupils.



ST. AUGUSTINE'S CONVENT,
E Street

SOUTH BOSTON SCHOOL OF ART.

This splendid institution is maintained through the generosity of John Hawes, whose money has already done so much for the improve-

ment of South Boston. The school is now located in the old Hawes Church, at the junction of East Fourth and Emerson Streets, and



ST. AUGUSTINE'S SCHOOL.—E Street.



GERMAN PRIMARY SCHOOL,
F and West Sixth Streets.

provides instruction in mechanical and freehand drawing, draughting, modelling in clay, yacht designing, stenography and several other equally interesting and important studies. The corps of teachers is the best obtainable, the sessions are evenings during the winter months and there are classes in manual training for young people on certain afternoons.



SOUTH BOSTON ART SCHOOL.
Old Hawes Church, East Fourth and Emerson Sts.

moving to the present house of worship on East Broadway, the Art School moved to its present quarters.

The school affords an excellent opportunity for the people of South Boston to follow many of the studies and arts that are not taught in the public schools of the city.

The John Hawes fund has been devoted to religion and education. In 1870 there was an evening school for women and girls started in the ward room corner of Dorchester and Fourth Streets. In 1872 the Walter Smith Art School was established in the Savings Bank Building, casts were bought and the school has continued ever since. In 1877 it was removed to the Bird School on East Fourth Street, and, on the vacating of the Hawes Church in 1892 and the congregation

CHAPTER IX.

CHURCHES AND CLERGY.—CEMETERIES.

Phillips Congregational Church, Rev. C. A. Dinsmore — Phillips Chapel, Rev. Percy H. Epler — South Baptist Church, Rev. F. M. Gardner — St. Augustine's Chapel — SS Peter and Paul's Church, Rt. Rev. John J. Brady — St. Augustine's Church and St. Monica's Chapel, Rt. Rev. D. O'Callaghan — Gate of Heaven Church and St. Eulalia's Chapel, Rev. R. J. Johnson — St. Vincent's Church, Rev. George J. Patterson — Church of Our Lady of the Rosary — Church of Our Lady of Czestochowa, Rev. John Chmielinski — Lithuanian Church, Rev. Joseph A. Gricuis — Church of the Redeemer, Rev. A. B. Shields — St. Matthew's Episcopal Church, Rev. William H. Dewart — Grace Episcopal Church, Rev. W. S. W. Raymond — St. John's M. E. Church, Rev. George Skene — City Point M. E. Church, Rev. W. A. Mayo — Dorchester Street M. E. Church, Rev. E. Higgins — Hawes Unitarian Church, Rev. James Huxtable — Church of our Father (Universalist), Rev. A. J. Cardall — Fourth Presbyterian Church, Rev. J. Kirkpatrick. St. Augustine's Cemetery — Hawes and Union Cemeteries.

RELIGIOUS toleration has been a marked feature of the district almost since its earliest history and as a result it is stated on reliable authority that there are now more churches situated within the bounds of South Boston than in any place in New England of the same territorial area.

This sacred right accorded to all by the Constitution of the United States has been strictly observed and upheld and today we have in our district some twenty churches, representing the Roman Catholic, Baptist, Episcopal, Methodist, Unitarian, Universalist, Congregational and Presbyterian denominations.

PHILLIPS CONGREGATIONAL CHURCH — *West Broadway.*

Like all the early churches in this district, this one has an interesting history. Commencing with but thirteen members, December 10, 1823, the present society took form under the name of the "Evangelical Congregational Church of South Boston" and was organized through the efforts of Rev. Mr. Hawes of Glastonbury, Conn.

In the early days the members worshipped in Harris hall on West Fourth Street near C Street, this place being used until March 9, 1825, when a small brick structure was erected at the corner of West Broadway and A Street, costing \$8,936, the money being obtained through the kind aid of friends in other churches, its title being held by members of other congregations in the city as trustees for the church.

It was incorporated as Phillips Church Society, March 25, 1834, and about a year later it was voted that the name Phillips Church"

be adopted, and the edifice was then deeded to the society. The church adopted this name owing to the fact that it was anticipated that the street on which it fronted would be called Phillips Street after Mayor Phillips, as it was the intention at that time to name the cross streets of this district after the past mayors of Boston. This was not done, however, and the streets were named alphabetically as today.



PHILLIPS CONGREGATIONAL CHURCH.
West Broadway

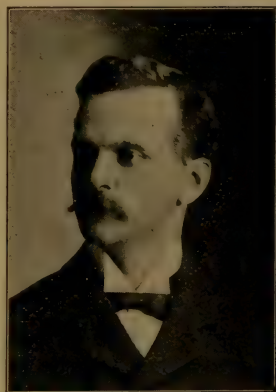
A continuous and healthy growth brought about the erection of a new and more commodious church in 1836 on the site of the old one costing \$12,000. In this structure the congregation worshipped until 1858, when the structure was sold and a new building erected on the present site of the church. The vestry of this new edifice was completed and in readiness for use in November 1858 and the entire house of worship was

finished and dedicated September 21, 1859, at a cost of \$36,132.

In 1845 and 1857 members left to organize other congregations and in the latter year the two united, forming the E Street Congregational Church. Here they worshipped for many years as a separate body, until they returned to the Phillips Church, shortly before the dedication of the present edifice in 1879. The E Street Church has since been abandoned as a place of worship.

Nothing of particular interest occurred until 1879, when the edifice underwent a thorough renovation and many extensive alterations and improvements were made which necessitated a re-dedication Dec. 10 of that year.

The list of rectors and assistant rectors includes the following: Prince Hawes, April 28, 1824, to April 18, 1827; Joy H. Fairchild, Nov. 22, 1827, to June 2, 1842; William W. Patton, Jan. 18, 1843,



REV C. A. DINSMORE.

to Dec. 30, 1845; John W. Alvord, Nov. 4, 1846, to March 24, 1852; Charles S. Porter, Feb. 22, 1854, to July 8, 1857; Edmund K. Alden, Sept. 21, 1859, to Nov. 6, 1876; Robert R. Meredith, Nov. 13, 1878, to Oct. 16, 1883; Frank E. Clark, Oct. 16, 1883, to Oct. 17, 1887; W. H. G. Temple, Nov. 1, 1888, to June 19, 1895; C. A. Dinsmore, March 11, 1896, and to the present time.

The assistant pastors have been E. N. Hardy, Nov. 6, 1890 to Nov. 24, 1893; George H. Flint, Jan. 12, 1894 to Oct. 24, 1895; Percy H. Epler, Jan. 21, 1896, and to the present time.

Rev. Charles Allen Dinsmore, the present pastor, was born in New York City August 4, 1860 and is a son of L. H. Dinsmore M. D., and Mary S. (Ladd) Dinsmore.

After finishing the studies of the grammar school he attended the Woodstock High School, Vt., and later Dartmouth College from which he received his degree. He then entered the Kentucky University and later the Yale Divinity School, and, concluding his studies here, he took a post graduate course at Yale University.

His first pastorate was the Congregational Church at Whitneyville and later the Congregational Church at Willimantic, Conn. He was at the latter place when called to take charge of the Phillips Congregational Church, January 1, 1896, and he has been pastor since that time. Rev. Mr. Dinsmore is married, his wife having been Miss Annie Laurie Beattie. They have a daughter, Miss Rachel Dinsmore, six years old, and they reside at 811 East Broadway.

Rev. Percy H. Epler assistant rector of Phillips Congregational Church, was born in Illinois, July, 1872, being a son of Cyrus Epler, judge of the Circuit Court in that state.

He received his early education in the public schools and later entered a preparatory school. Finishing his studies there, he entered the Illinois College completing the course in 1892 and then entered Yale College where he remained during 1892-93.

He next took the course in the Yale Divinity School finishing in 1896 and was shortly afterward called to become assistant rector of Phillips Church.



PHILLIPS CHAPEL.
East Seventh Street.

PHILLIPS CONGREGATIONAL CHAPEL, *East Seventh Street*.— This chapel, which is a branch of Phillips Congregational Church, was organized in 1874, for the purpose of caring for the spiritual needs of the members of the church in this section of South Boston.

A few years after its organization, land was purchased and the present wooden structure was erected, and services have been held there since that time. Miss Clark, the present missionary, has per-excellent work in the parish for the past 25 years. Rev. Percy H. Epler, assistant rector of the home church, superintends the work at the chapel and officiates at the services.

SOUTH BAPTIST CHURCH — *East Fourth Street.*

A series of prayer meetings organized by Deacon Jeremiah Flynn, during the year 1825, led to the gathering together of enough of the supporters of this denomination to organize the South Baptist Society. By degrees the congregation developed and two years later weekly religious services were being held.

The first step taken regarding a house of worship was in 1828 when a house at the southwest corner of West Broadway and C Street, formerly occupied by the Methodists, was secured and services were held there until April, 1830, the first permanent rector being Rev. Duncan Dunbar. In this short time the society had developed to such an extent that it became necessary to obtain more spacious headquarters and with this object in mind a committee was appointed early in 1830.

The committee, deciding to build a house of worship, purchased the land directly opposite the little chapel then occupied by the society and work began on the new structure which was of wood, with a frontage of 57 feet on Broadway and a depth of 72 feet on C Street. It contained 104 pews, giving it a large seating capacity for that time.

In erecting this structure the society incurred a considerable debt which was not wholly eliminated until the early sixties. The frame of the building was that of the First Baptist Church of Charlestown, and later of the North End. The building, now changed in appearance, the lower part being devoted to store purposes, still stands at West Broadway and C Street.

A division occurred in the church in 1838 over the ejection from the pulpit of the Rev. William Jackson of Halifax. The breach was soon healed, however, and he remained until Dec. 1, 1838, at which time he was succeeded by Rev. Thomas Driver. In the meantime a member of the congregation had taken up the study of theology and, when completed, being a particular favorite with the members, he was called to the pastorate of the church. This was Rev. Charles Neal.

In May 1863 Rev. Granville S. Abbott, a graduate of the Newton Theological Institute, assumed the pastorate. Excellent growth had been made up to this time and it was decided to sell the old church property and erect a more substantial structure of brick, the site for the new building being the southeast corner of Broadway and F Street.

Deacon Samuel Hill, who resided at City Point, had decided, a short time previous to this, to start a church nearer his home, and, with about twenty other members, formed the nucleus to that which later developed into the Fourth Street Baptist Church. This new body grew rapidly and soon a large wooden structure was erected at the north-east corner of L and East Fourth Streets, as a house of worship.



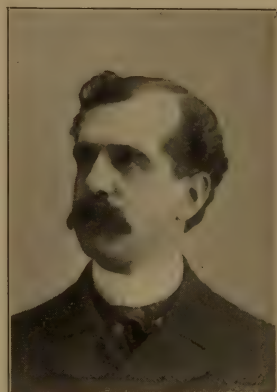
SOUTH BAPTIST CHURCH.
L and East Fourth Streets.

ing had a seating capacity of 500 and contained, besides the main auditorium, vestry and Sunday school rooms, the entire structure being well fitted out. A tall spire, over the main entrance, reaching 180 feet into the air, contained a large bell which summoned the members to worship. The building and land cost \$60,000. Rev. Mr. Abbott was the first pastor of the new church going to it with his congregation when it was in readiness for service.

Here the congregation worshipped up to the spring of 1899, when steps were taken to effect a consolidation between this and the Fourth Street Baptist Society, which was successful, the South Baptist Society giving up its place of worship to go to the home of the Fourth Street Baptist Society, while the consolidated bodies were to be known, as before, as the South Baptist Society.

The consolidated churches made many alterations and improvements in the building at East Fourth and L Streets, among them being

In the meantime, Rev. Mr. Abbott and his parishioners had made good progress with their new building, the corner stone of which was laid July 31, 1867, the vestry being finished and occupied March 1, 1868, and the dedication occurring Nov. 5, of the same year. The new build-



Rev. FREDERICK M. GARDNER.

the erection of a steeple over the entrance to the church, in which the bell formerly used in the brick structure on Broadway hangs today and calls the congregation to worship. Rev. A. T. Sowerby was pastor of the South Baptist Church for several years and when he accepted a call to New York, just previous to the consolidation of the two societies, the South Baptist congregation came under Rev. Frederick M. Gardner, who then had charge of the Fourth Street Baptist Church, therefore becoming pastor of the united societies, and he is still in charge of the flock.

Rev. Frederick M. Gardner was born in Salem, March 24, 1858. He graduated from Colby University in 1881 and received his degree at the Newton Theological Institute, in 1884. While a student he preached at the First Church at Winthrop, and was ordained there in May, 1883. The following year he was made rector of the Second Baptist Church, of Lawrence, and remained there seven years leaving there to succeed Rev. Dr. Alden of the Central Square Baptist Church, East Boston. Here he remained until May, 1899, when he accepted his present pastorate.

The pastors of the South Baptist Church have been as follows: Rev. Thomas Driver, April 16, 1829 to April 1, 1830; Rev. Rollin H. Neale, Sept. 15, 1833 to March 19, 1834; Rev. Timothy R. Cressey, May 25, 1834 to June 22, 1835; Rev. Thomas Driver, Dec. 1838 to April 12, 1843; Rev. Duncan Dunbar, Nov. 1843 to Nov. 24, 1845; Rev. George W. Bosworth, March 29, 1846 to Jan. 29, 1855; Rev. Joseph A. Goodhue, Nov. 22, 1855 to June 27, 1857; Rev. John Duncan, Jan. 1, 1858 to June 1, 1863; Rev. Granville S. Abbott, Sept. 4, 1864 to Nov. 1, 1869; Rev. James S. Dickerson, June 5, 1873 to Jan. 31, 1875; Rev. Henry A. Cordo, Sept. 5, 1875 to June 29, 1878; Rev. John H. Barrows, Nov. 12, 1878 to Oct. 26, 1879; Rev. Thomas D. Anderson, April 4, 1880 to Dec. 19, 1883; Rev. David B. Jutten, Feb. 10, 1884 to April 15, 1893; Rev. Albert T. Sowerby, Sept. 1, 1894 to Dec. 31, 1898; Rev. Frederick M. Gardner, May 7, 1899 to the present time.

The pastors of the former Fourth Street Baptist Church were as follows; Rev. Samuel Davies, Jan. 1, 1858 to Dec. 30, 1859; Rev. Austin H. Stowell, Nov. 3, 1860 to April 24, 1862; Rev. Edwin A. Lecompte, July 20, 1862 to Dec. 31, 1868; Rev. Evan Lewis, Sept. 19, 1869 to Sept. 1, 1871; Rev. Andrew Pollard, Jan. 1, 1872 to June 19, 1874; Rev. Lambert L. Wood, Dec. 16, 1874 to June 1879; Rev. Charles H. Spalding, April 1, 1880 to Oct. 31, 1889; Rev. Charles L. Rhoades, Jan. 1, 1889 to Nov. 30, 1889; Rev. Edwin S. Wheeler Dec. 1, 1890 to June 1, 1895; Rev. Oscar A. Hillard, Oct. 6, 1895 to June 3, 1898. Shortly after the latter date the union of the churches occurred.

ST. AUGUSTINE'S CHAPEL — *Dorchester Street.*

It was an act of love that planted the seed from which the Catholic faith took root in South Boston, and it is to the good Bishop John

Cheverus that the origin of Catholicity, as well as its strong and healthy growth, is due. It was he, who, about 1819, purchased the property now known as St. Augustine's Cemetery, that he might erect thereon a mausoleum for the remains of his beloved friend and benefactor, Rev. Francis Anthony Matignon, D.D.

Bishop Cheverus, who came to this country a French exile, found no better friend than Dr. Matignon. It was he who brought Bishop Cheverus to Boston to aid him in the pastorate of the only Catholic Church then within the city limits. They were devoted friends, each sharing the others' labors and trials, and a willing assistant in each others' enterprises. Thus they lived and labored until Dr. Matignon, after his twenty-sixth year of service in Boston, died, Saturday September 19, 1818, age sixty-five years.



ST. AUGUSTINE'S CHAPEL.
Dorchester Street.



BISHOP JOHN CHEVERUS.
(First Catholic Bishop of Boston).

The news of his death brought sincere sorrow and regret, and the love and esteem in which he was held was made manifest by the elaborate funeral accorded him, in which the remains were escorted to the Granary Burying Ground by a procession headed by alcolytes and the remains entombed in the vault of John Magner.

Up to this time there was not a Catholic burying ground in Boston. Bishop Cheverus, therefore, as a mark of respect to his devoted friend, and to provide a burial place for Catholics, purchased the land now known as St. Augustine's Cemetery and immediately arranged for the erection of a small brick building to be used as a sepulchre for the remains of Dr. Matignon.

Being without funds the task was not an easy one, but, through the able assistance of the Rev. Fr. Larisey, who collected \$1,500, the land was purchased, and a small brick building erected. The land was purchased December 9, 1818, and the structure, which was of brick, 30 by 20 feet, was finished in a short time. The rest of the land was cleared and laid out for burial purposes.

For the great assistance rendered him by Father Larisey, the cemetery was named St. Augustine's, by Bishop Cheverus, that being the patron saint of his order. Shortly after, when the little brick structure was opened for worship, the same name was bestowed upon it, and it is doubtful if there are any more familiar names in South Boston than St. Augustine's Cemetery and St. Augustine's Chapel.

As soon as everything was in readiness the remains of Dr. Matignon, of whom Bishop Cheverus wrote, "He died as he had lived — a saint," were brought to their last resting place and deposited in a sepulchre at the right of the little altar and a mural tablet was then placed in the chapel bearing the following :

HERE LIE THE MORTAL REMAINS OF
FRANCIS ANTHONY MATIGNON, D. D.,
AND FOR 26 YEARS PASTOR OF THE CHURCH
OF THE HOLY CROSS IN THIS TOWN
OB. SEPT. 19TH, 1818,
ÆT 65.

Far from the sepulchre of his fathers repose the ashes of the good and great Dr. Matignon. But his grave is not as among strangers, for it was, and often will be, watered by the tears of an affectionate flock, and his memory cherished by all who value learning, honor, genius, and love devotion. The Bishop and congregation in tears have erected this monument of their veneration and gratitude.

As there was a demand for services at this time, a few pews were installed in the little building and it was then used as a place of worship by Catholics in the vicinity. It proved to be a strong attraction to Catholic residents for miles around and there was such an influx that in 1833 it was necessary to increase the size of the chapel.

This was done by enlarging the nave and additional pews were then added, giving a seating capacity of about 250. Several other improvements were made at the time that added considerable to the comfort and convenience of the worshippers.

The chapel today is practically the same in appearance as it was after these improvements were made. Built of brick, it is cruciform in shape, with a small altar in the apse. There is also a small choir gallery and two small vestries. The roof is slated, and the windows, being of Gothic style, give it a quaint appearance.

Bishop Fenwick consecrated the chapel after the improvements had been completed, and Rev. Fr. Drummond was the first priest to officiate regularly at the chapel. Succeeding him Rev. Thomas Lynch celebrated mass from 1833 to 1836. Those who followed him were Rev. John Mahoney 1836-39, Rev. Michael Lynch 1839, and Rev. Terence Fitzsimmons 1840-45.

A steady growth soon increased the congregation to such an extent that the little chapel soon gradually became inadequate and a more

spacious structure became a necessity. This was brought about primarily through the opening of free bridges to South Boston in 1843.

In the meantime the chapel and cemetery had received the remains of many of those who composed Boston's Catholic colony and the interments were very numerous up to about 1880 and, though others have been made since that time, they have been few in number.

Among those buried beneath the chapel may be mentioned Rt. Rev. John B. Fitzpatrick, third bishop of the diocese, who was interred in 1866, the remains being placed on the gospel side of the altar where a marble slab marks the spot. They were later reinterred in the Cathedral of the Holy Cross.

Outside of the sanctuary rail are the resting places of many priests, a marble slab, bearing the name of the deceased and the church in which he labored, marking each. Among them are Rev. Hilary Tucker of the Cathedral, died March 15, 1872; Rev. John W. Donahoe, rector of St. John's Church, East Cambridge, died March 15, 1873; Rev. John B. Purcell of the Cathedral, died March 24, 1873; Rev. Emiliano F. Gerbi, rector of the Gate of Heaven Church, South Boston, died June 28, 1873; Rev. G. A. Hamilton, rector of St. Mary's Church, Charlestown, died July 31, 1874; Rev. Bernard O'Reilly, rector of St. Joseph's, Boston, died May 21, 1875; Rev. Stanislaus Buteux, died June 14, 1875; Rev. Alexander Sherwood Healy, brother of former Bishop Healy of Portland, and rector of St. James' Church, died Oct. 21, 1875; Rev. Nicholas J. O'Brien, died April 25, 1876; Rev. Michael Lane, builder and first rector of St. Vincent's Church, South Boston, died February 2, 1878; Rev. J. S. Dennehy of St. Mary's Church, Randolph, died October 26, 1878; Rev. A. I. Conterno, died August 10, 1881; Rev. John Cummings; Rev. John B. F. Boland of St. Francis de Sales Church, Charlestown, died November 30, 1882; Rev. William Walsh, died July 9, 1883; Rev. John B. O'Donnell, rector of the Church of St. Mary's Star of the Sea, East Boston, died August 22, 1884; Rev. John Wall of St. Joseph's Church, Somerville, died March 5, 1886; Rev. William A. Blenkinsop of SS. Peter and Paul's Church, died January 8, 1892; Rev. Leo P. Boland of the Cathedral, died January 19, 1892; Rev. Denis J. O'Donovan, a chaplain of the 9th regiment M.V.M., died September 24, 1892; Rev. Michael Moran of St. Stephen's Church, died July 11, 1894; Rev. Edward E. Clextion, St. Augustine's Church, South Boston, died January 9, 1897.

The advent of SS. Peter and Paul's Church, which was dedicated in 1845, marked the passing of St. Augustine's Chapel as a place of worship, until reopened by Rt. Rev. Mgr. Denis O'Callaghan, D.D., P.R., in 1868, when St. Augustine's parish was organized.

The final abandonment of the chapel as a regular place of worship occurred after the dedication of St. Augustine's Church August 30, 1874, only a monthly mass being celebrated since then.

Unaltered it stands today, probably the most picturesque spot in our entire district — in summer almost completely concealed in its

cloak of ivy and the wide spreading branches of the verdant and stately elms that surround it, in winter garbed in a mantle of purity, it stands forth mid its impressive surroundings, while the winds of heaven, pass-through the clinging leafless ivy and the now barren branches of the trees, murmur softly and mournfully a requiem for the dead.

SS. PETER AND PAUL'S CHURCH— *West Broadway.*

Through the efforts of Rev. Terence Fitzsimmons, pastor of St. Augustine's Chapel 1840-45, SS. Peter and Paul's Church, on West Broadway between Dorchester Avenue and A Street, was built, being dedicated to Saints Peter and Paul in 1845.



SS. PETER AND PAUL'S CHURCH.
West Broadway.



RT. REV. JOHN J. BRADY

Father Fitzsimmons, finding the facilities at St. Augustine's Chapel inadequate for the demand, arranged for the construction of a new church. The limits of the parish at that time were very extensive not only including the entire district of South Boston, but Dorchester, Canton, Hyde Park, Stoughton and Sharon, the boundaries reaching out some twenty miles,

After arranging his plans, Father Fitzsimmons set out to secure contributions for the new church. This was previous to 1843. In that year free bridges were opened to South Boston and being so convenient to the city proper the district began to increase rapidly in population and Father Fitzsimmons was aided thereby.

His new church, a handsome Gothic structure composed mainly of dark granite, was completed and dedicated in 1845, the members of St.

Augustine's Chapel coming to the church to worship. The congregation, believing that nothing could be too beautiful for such a place, contributed a large amount to fitting it up.

Three years later, Sept. 7, 1848, a fire occurred in a nearby building and sparks, alighting in the belfry of the church, set it on fire and before the blaze could be subdued the entire church was consumed, with the exception of the side walls. During the fire the belfry and a large section of the wall toppled over and a magnificent figure of "The Dead Christ," and a costly organ, were completely destroyed.

The fire necessitated the reopening of St. Augustine's Chapel, and, the congregation having assumed large proportions, it was also necessary to secure a hall on Fourth Street making it obligatory to Father Fitzsimmons to divide his flock. Though greatly inconvenienced by the disaster Father Fitzsimmons did not lose courage, but was soon engaged in the reconstruction of the church.

Father Fitzsimmons kept at his task until 1853 when he was succeeded by Rev. P. F. Lyndon previously rector of the Cathedral, who continued the work to completion, and November 24, 1853, the present structure was opened to the congregation and dedicated, being in constant use ever since.

During the pastorate of Rev. P. F. Lyndon great progress was made through his efforts. It was he who introduced the Sisters of Notre Dame, and it was his efforts that secured the school building and convent opposite the church. He also built up the parish greatly during his pastorate and was greatly beloved by his flock.

He remained at SS. Peter and Paul's until 1863 at which time he was succeeded by Rev. William A. Blenkinsop who was pastor until 1892. Father Blenkinsop was a worthy successor, and, taking hold where his predecessor had ended, he continued the work by enlarging the parish school and placing the Sisters in charge of the Sunday School.

Like Father Lyndon, Father Blenkinsop won the love of his flock during his many years of labor and, when finally the hand of death rested upon him in 1892, a deep sorrow spread through the parish, he having endeared himself to all.

Bishop John J. Brady was Father Blenkinsop's successor and the congregation was fortunate to secure such an administrator. He was sent from Amesbury where he was looked upon as an ideal priest and for his many excellent characteristics was considered worthy of emulation.

His work here as well as in Amesbury has shown his deep devotion as well as his consideration for his parishioners. One of his first acts was to have the church renovated, and later the rectory adjoining the church underwent an enlargement, which not only changed its entire appearance but added greatly to its comforts.

In its many years existence, this parish has gradually diminished in size, although its congregation is still very large. As Dorchester, Roxbury and other adjoining places grew, churches were erected at

frequent intervals and in this way the size of the parish was reduced.

South Boston in the meantime had also become settled very thickly, so that the district was divided in order to give a parish to the Gate of Heaven and St. Augustine's Churches, the Church of the Rosary and St. Vincent's Church, but, owing to the crowded population, at the present time, SS. Peter and Paul's Church still has one of the largest congregations in the district.

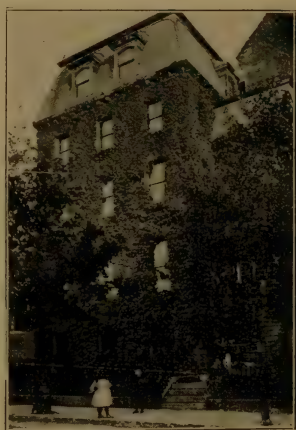
Bishop Brady had the parish school enlarged a few years ago and boys were admitted, and he has given much attention to the convent of the Sisters of the Notre Dame and the rest of the church property. Bishop Brady is assisted in his labors by four curates, Rev. Charles A. O'Connor, Rev. Denis J. Sullivan, Rev. Walter J. Browne, Rev. William B. Whalen. Father O'Connor is one of the few Gaelic-speaking clergymen in the archdiocese.

ST. AUGUSTINE'S CHURCH — *Dorchester Street.*

For thirty-three years Rt. Rev. Mgr. Denis O'Callaghan, D.D.,



ST. AUGUSTINE'S CHURCH.
Dorchester Street.



Residence of MONSIGNOR D. O'CALLAGHAN,
D. D. P. R.
F Street.

ST. MONICA'S CHAPEL.
Dorchester Street.

P.R., has presided over the destinies of St. Augustine's parish, or in other words it was he who organized it and it is he who has ever since



MONSIGNOR D. O'CALLAGHAN, D.D., P.R.

that time presided over its destinies, and will be the director of the flock until he answers the last call.

As one looks about and realizes the labors and the results obtained during these thirty-three years it is sufficient to teach at least the characteristics, activity, determination and confidence which are among the most prominent of Monsignor O'Callaghan.

He was a curate at SS. Peter and Paul's church under Rev. William A. Blenkinsop in 1868, at which time, the Catholic population, having increased remarkably, he was ordered to organize a new parish, convenient to the little chapel on Dorchester Street, and without hesitancy he started out by first opening the old chapel which had been closed to worship for several years.

He conducted services here regularly and in a short time had considerable of a flock about him. Through his many personal acts as well as his strong characteristics he won the respect and esteem of all who knew him and, thus armed, he pushed forward with his parishioners ever with him and giving their undivided support to all his undertakings.

Thus strengthened he progressed. He first rejected a tract of land on E Street for his church and finally selected the spot where St. Augustine's now stands on Dorchester Street. This being a higher location and in closer proximity to Dorchester he calculated that it would be the better of the two, and this it proved to be.

After having his plans perfected, ground was broken for the new structure in the spring of 1870 and was pushed forward with such rapidity that on September 11 of the same year the corner-stone of the new edifice was laid with appropriate ceremony.

Not a hitch occurred to delay the work, which progressed with such rapidity that in July 2, 1871, less than a year after the laying of the corner-stone, the basement was in readiness for worship and on that date the first mass was said. The work was rapidly pushed to completion and August 30, 1874, Bishop John J. Williams dedicated the structure, it being, as today, one of the most beautiful parish churches in the archdiocese.

When completed, with its interior fixings, the church represented about \$250,000. It is a handsome structure, constructed of red brick with freestone trimmings in the Gothic style of architecture. There are three entrances on Dorchester Street to the main auditorium, the basement of the church being reached from entrances on either side.

An excellent organ was installed in the main church. There are three magnificent marble altars, and the church is lighted by beautiful colored windows on either side, some of the windows having been imported and are valued in the vicinity of \$500.

Such a structure naturally brought a heavy debt upon the parishioners and when the church was completed Father O'Callaghan set to work to clear the debt. As the parish was well organized by this time his task was made easier, although it was by no means a diminutive

one. He worked diligently and unceasingly, however, and the burden, remarkable as it may seem, had entirely disappeared within ten years, and on August 31, 1884, the archbishop performed the ceremony of consecration.

Father O'Callaghan erected a substantial brick building as a rectory on F Street connecting directly with the church, and in 1888 also built a brick structure on F Street, and also connected with the church, principally for hall purposes and for additional vestry room.

Both rector and congregation were well satisfied with the results, but much remained to be accomplished before Father O'Callaghan's ideas could be carried out. He desired to erect a parish school and after a few years he had in his possession a sufficient sum to purchase the lot of land on E Street which he had refused for his church site.

He purchased the lot and soon after had plans drawn for the school. The structure grew rapidly and was finally completed, being fitted throughout with the most modern appurtenances at a cost of about \$150,000.

Upon its completion the school was immediately opened and has today an attendance of about 800 pupils who are tutored by the Sisters of Notre Dame. Since that time Father O'Callaghan has worked diligently to eliminate the debt, which is rapidly diminishing.

The year 1898 was an eventful one for Father O'Callaghan as it came laden with many greetings of good will and esteem from various sources. It marked the 30th consecutive year of his pastorate and in recognition of this the parishioners tendered him a reception April 12 and 13 in St. Augustine's Hall. Two months later, when St. Charles College, of Baltimore, Maryland, was observing its golden anniversary, Father O'Callaghan, who was ordained there, received the degree of "Doctor of Divinity" from Cardinal Gibbons.

Nor was this all, for Mayor Josiah Quincy of Boston invited the Rev. Denis O'Callaghan to be the orator of the day on July 4th of that year and his address in Faneuil Hall, on that occasion, was listened too by a multitude of people. His zeal in his constant labors also won him a reward from His Grace Archbishop John J. Williams who recognized his successful efforts by making him permanent rector of St. Augustine's Church in the fall of the same year, much to the gratification of his parishioners.

During the many years of his pastorate the congregation was ever increasing, the greatest development being manifested in the Andrew Square district and it soon became evident that the church was gradually becoming inadequate and that a change would have to occur eventually.

Father O'Callaghan was not ignorant of the progress and consequent needs. He had been watching it and trying to solve the matter until, in 1900, he succeeded in a way that not only relieved the church but made matters much more convenient for the parishioners residing in the vicinity of Andrew Square. He purchased Unity Chapel

from the Unitarian Society when that property was for sale, and, after enlarging and altering the structure and putting it in excellent condition, it was blessed and dedicated by Archbishop John J. Williams Nov. 4, 1900, being named St. Monica's Chapel, after the mother of St. Augustine.

On the observance of his 33 years pastorate his parishioners presented Father O'Callaghan with a handsome bronze bust of himself which occupies a place in St. Augustine's Hall.

Nor was this all, the crowning honor was yet to be bestowed upon him a little later. This most recent and greatest of all honors was the appointment from His Holiness, Pope Leo XIII., making Father O'Callaghan a Monsignor and he was invested in the purple robes of his office October 2, 1901. His most recent public act was administering the oath of office to His Honor, Mayor Patrick A. Collins.



GATE OF HEAVEN CHURCH AND RECTORY,
N W. Corner I and East Fourth Streets

Monsignor O'Callaghan was born in Ireland in 1841, and early in life came with his parents to Salem, Mass., receiving his education first in St. James Parochial School under care of Rev. Thomas H. Shahan. He then went to St. Charles College, Maryland, and later to St. Mary's Seminary in Baltimore. He was ordained to the priesthood June 29, 1865, by Bishop Spaulding and, after coming to Boston, was appointed assistant to Rev. Fr. Blenkinsop of SS Peter and Paul's Church.

Rev. John J. Harkins, Rev. Francis G. Russell, Rev. Michael C. Gilbride and Rev. Francis W. Maley are the curates and able assistants of the Rt. Rev. Mgr. Denis O'Callaghan, D.D., P.R.

GATE OF HEAVEN CHURCH — East Fourth Street.

There were very few Catholics living at City Point when St. Augustine's Chapel was first opened as a place of worship, and

SS. Peter and Paul's Church, when erected, was placed where it would be most convenient to the greatest number.

As the congregation grew, however, it spread out to such an extent that within a few years there were many Catholic families scattered through the City Point district, and the need of a church there soon became evident. It was not until the sixties that the work of erecting a church assumed any definite form.

Father Lyndon, who was then pastor of SS. Peter and Paul's Church, was consulted in the matter, and it was through his efforts that

the plain brick structure at East Fourth and I Streets was erected and dedicated March 19, 1863.

Father Lyndon and Father Blenkinsop attended to the spiritual wants of the congregation until 1865, when Rev. James Sullivan, the first resident rector, took charge and administered to the flock until 1868. He soon erected the rectory on East Fourth Street, adjoining the church property, which has undergone alterations and repairs at frequent intervals since then.

Father Sullivan's successor was Rev. Emiliano Gherbi, an Italian Franciscan, who, for five years, cared for the welfare of the parish and the congregation and did much toward strengthening and



GATE OF HEAVEN CHURCH,
S W. Corner I and East Fourth Streets.
As it will appear when completed.

building it up. Rev. Emiliano Gherbi, after a brief illness, died in 1873 and Rev. Michael F. Higgins succeeded him as rector.

Father Higgins proved to be a very active and energetic man and one of his first undertakings, on assuming the pastorate, was to erect St. Agnes' Convent, corner of I and East Fifth Streets, and introducing the Sisters of St. Joseph.

For thirteen years the ever increasing congregation was cared for by Rev. Father Higgins. While yet in the prime of life he was stricken down, and after an illness of several months he died May 7, 1886.

Rev. Theodore A. Metcalf was the successor of Rev. Father Higgins and from 1886 until 1890 had charge of the parish, during which time

he made many improvements. Father Metcalf was the organizer of the "League of the Sacred Heart." In 1890 he was transferred, and, shortly afterward, owing to his failing health, he retired.

Rev. Robert J. Johnson of Dedham next assumed charge of the parish, in 1890. He was at once impressed with the necessity of a new church, for at that time part of the congregation, owing to the size of the church, was compelled to worship in St. Michael's Hall. Plans were accordingly prepared, but before anything definite had been done, the old church was visited by fire, March 4, 1895, causing great damage. This was repaired as soon as possible and work on the new building was hurried along.

Sunday afternoon October 4, 1896, Archbishop John J. Williams laid the corner stone. Rev. Peter Ronan of St. Peter's Church, Dorchester, delivered the sermon.

Every effort was made to quickly finish the basement, with



REV. ROBERT J. JOHNSON.



ST. EULALIA'S CHAPEL.
O St. and E. Broadway.

the result that on Sunday, June 17, 1900, it was opened for worship. The main auditorium remains to be completed, and, according to the plans, two large steeples, one of which is to have a clock, are to be reared on either corner of the front elevation.

The edifice is constructed after the thirteenth century type of Gothic architecture, of buff Roman brick, with brownstone trimmings. It has a frontage on East Fourth Street of 106 feet, a depth of 184 feet, and with its great height and other conspicuous points presents an imposing appearance.

Though the main auditorium is unfinished, the plans indicate it will be beautiful when the work is completed. The basement itself is magnificent in its arrangement and fittings—the woodwork of oak, altars of sandstone and marble, the blue and gold-tinted walls, the

beautiful organ and magnificent stations, making it one of the most elaborate houses of worship in or about Boston.

During the construction of the new church, Father Johnson, in response to the urgent demands of the parishioners at City Point, erected St. Eulalia's Chapel on East Broadway and O Street.

The chapel, a composite design in Spanish architecture, has a frontage of 75 feet on Broadway and a depth of 200 feet, and its exterior is of a cement finish, giving it an odd appearance. The main entrance consists of a triple doorway on Broadway, and, rising directly over it from the roof, is an arch surmounted by a cross. The interior is prettily finished in cherry, the walls being tinted in light and dark green and yellow. The altar is done in white and on either side of it are niches with statues of the Blessed Virgin and St. Joseph.

The main portion of the church is one story high, while the centre rises to two stories. It is well lighted throughout. This chapel was opened for services May 6, 1900.

With these two important steps taken, the opening of the basement in the new church and the holding of services in the chapel, Rev. Fr. Johnson took his first vacation in nineteen years, going abroad. During his travels he studied the great churches of other countries and has incorporated many ideas into the new edifice. On his return, at a reception tendered him in St. Michael's Hall, he was presented with a purse of \$2,300, which he immediately turned over to the building fund.

During Father Johnson's pastorate great strides have been made and he has endeared himself to his large flock. In his labors Father Johnson is ably assisted by Rev. Timothy J. Mahoney, Rev. Thomas F. Brannan, Rev. John T. O'Brien, and Rev. Charles Ulrich. Among the institutions in the parish receiving attention from the rector and curates are the House of Correction, the Perkins' Institution for the Blind and Massachusetts School for the Blind, and the Carney Hospital.

CHURCH OF ST. VINCENT DE PAUL — *E Street.*

St. Vincent's Church, as it is generally known, is remarkable for at least one thing, it followed many of its original parishioners when it changed location from Purchase Street to E Street, South Boston. To the majority of the present parishioners, it is well known that much that is apparent of the exterior of St. Vincent's Church was once the old Purchase Street Church on Fort Hill. The old church was built in 1825 for the Unitarians, but sold to the Catholics in 1848, Bishop Fitzpatrick purchasing it for the purposes of the Catholics of that section.

The levelling of the old hill, in the early sixties, compelled the removal of the residents, and many of them made their home in South Boston.

So great a number settled in the vicinity of D and E Streets, that it was soon decided to form a new parish. For a long time mass was celebrated in the old Baptist Church, corner of C Street and West

Broadway, and in 1872 a portion of SS. Peter and Paul's parish was set apart as St. Vincent's parish and work was commenced on the church. Material from the old Purchase Street Church was carted to West Third and E Streets and the large granite blocks were used for the two main walls of the new church. When completed, the old bell was also transferred and has since called the worshippers of St. Vincent's Church to services. The magnificent painting of "The Crucifixion" which has ever since occupied a prominent position over the main altar, in St. Vincent's Church, was also from the old house of worship.

Rev. Michael Lane was chosen the first rector and under his direction the new church took shape. July 19, 1874 it was dedicated by Bishop Williams, solemn high mass being celebrated by Rev. William A. Blenkinsop, with Rev. M. Supple, deacon, and Rev. Richard Barry, sub-deacon. Rev. Fr. Wissel, C. SS. R. preached the sermon.



CHURCH OF ST. VINCENT DE PAUL,
E and West Third Streets.

For four years Rev. Michael Lane labored in this parish, winning the esteem and love of the parishioners. During his pastorate he strengthened the parish and devoted great energy to its welfare and in beautifying the church. In 1879 he died, causing much sorrow throughout South Boston as well as in his own parish. He was succeeded by Rev. William J. Corcoran of Hyde Park.



REV. GEORGE J. PATTERSON,
pastorate of St. Vincent's Church.

He received a warm welcome by the congregation as he was formerly a resident of the Fort Hill district, and an altar boy in the old

Father Corcoran remained pastor until his death February 21, 1897, eighteen consecutive years, and Rev. George J. Patterson was sent from Abington to assume the

church, and had been a pupil of the Boylston school, so that his coming marked another reunion.

Father Patterson had the reputation of being an energetic worker and a man of ability and determination and it was not long before there were many indications of these characteristics, and his labors, both for the spiritual good of his flock and the beautification of his church, have never ceased.

He directed his attention to the church immediately on assuming the pastorate, and the structure, under his supervision, underwent a thorough renovation. He reconstructed the sanctuary, beautified the entire interior of the church including the basement, reconstructed the organ gallery and fitted the church with beautiful windows of opalescent glass, and also introduced electric lighting. The most recent and most extensive improvement was the erection of a magnificent marble altar.

Two of the windows, the most beautiful in the church, were presented to him. One, representing the Saviour, was the gift of the members of the Society of the Sacred Heart; the other, a likeness of the Blessed Virgin, was the gift of the Young Ladies' Sodality. These two windows are considered the finest specimens of opalescent glass work in the city. Each cost \$1,000.

Though Father Patterson has given so much time and attention to beautifying his church he has not allowed this work to interfere with his spiritual duties. He has given much attention to the suppression of intemperance in his parish and has also devoted much time toward the higher education of the younger members of his flock.

Since he assumed the pastorate of St. Vincent's Church, a splendid sanctuary choir has been formed, a library has been established for the young ladies, Father Patterson securing a small house opposite the church for this purpose, and a banjo, mandolin and guitar club, as well as a sewing school, are other features he has introduced for the entertainment, education and sociability of the younger members of the parish.

In all these undertakings and labors, Father Patterson has received able assistance from his two curates, Rev. Farrah A. Brogan and Rev. John J. Lyons.

CHURCH OF OUR LADY OF THE ROSARY — *West Sixth Street.*

When this parish was set apart from SS. Peter and Paul's Church it marked the last division of the first Catholic parish in South Boston. As the church was inconveniently located for persons living in this neighborhood, and as it was overburdened with members, it was deemed advisable to make this final division, thereby adding to the convenience of all. With this object in view Rev. John J. McNulty came from Dedham to collect funds for the erection of a church in the new parish.

He commenced his undertaking in 1884, taking up his residence for the time at SS. Peter and Paul's Church. Here he became

acquainted with the members of his parish and his many sterling qualities soon won for him their love and esteem.

He secured a considerable amount of money, having, in the meantime, selected a place for the erection of the church. This district being overcrowded at that time it was impossible to get a vacant lot in a proper location and when he selected the site upon which the church now stands, only part of it was clear, the rest being occupied by buildings.

This made it inconvenient and resulted in delay in the building of the church as the old structures had to be removed before work could commence on the edifice. The work progressed slowly. Mass was said for the first time in the new structure December 25, 1884, and on Oct. 18, 1885 the edifice was dedicated.

The church is constructed of wood and has three entrances on



REV. JOHN A. DONNELLY.



CHURCH OF OUR LADY OF THE ROSARY,
West Sixth Street.

West Sixth Street. The interior is prettily decorated and has been improved from time to time.

Father McNulty proved to be a favorite not only with his congregation, but with all who had occasion to know him. After finishing his church, he soon erected, on the lot adjoining it, a rectory, also of wood, convenient and comfortable.

Among the many improvements in the church was the introduction of electric lighting, the entire system being after his own ideas and plans. He also made many improvements in the general appearance both of the church and of the rectory.

On the occasion of his silver jubilee, December 1898, the congregation presented him with a sum of money which he only accepted on the condition that he could expend it on the church, as he had previously done with similar gifts.

Father McNulty remained rector of the Church of the Rosary until 1900 when he was transferred to St. Cecilia's Church. The

change came as a surprise and was much regretted by the parishioners, but, as it was looked upon as a reward for his excellent endeavors, he was bidden God speed by his congregation. Rev. John D. Colbert succeeded Rev. J. J. McNulty.

Rev. John A. Donnelly, present rector, was born in Somerville, Mass. After a classical course in Boston College and Nicolet, Canada, he entered Montreal Seminary, where he was ordained to the priesthood December 17, 1881, by Bishop Fabre. He has filled the duties of assistant at Wakefield, Jamaica Plain and Natick. At the death of Rev. John Walsh, rector at the latter place, the mission of South Natick became a parish, April, 1890, and Fr. Donnelly appointed rector. While there he also had charge of Wellesley, Dover and Medfield, in which latter place he built a beautiful chapel dedicated to St. Edward. Among other improvements in the church at South Natick he built a parochial residence and acquired a large tract of land for future needs. Fr. Donnelly was transferred to the Church of the Rosary in 1902. He is assisted by Rev. Denis J. Crimmins and Rev. Francis Kenney.

CHURCH OF OUR LADY OF CZENSTOCHOWA. (POLISH CATHOLIC)
Dorchester Avenue.

Among the nationalities that recent years have made conspicuous in our district are the Poles, who, for various reasons, chief among them being the high tax rate imposed by Russia, have left their fatherland, and, coming to this country, have settled in different places, it being estimated that about 3,000 go to make up the population of Boston at the present time.

Out of this number South Boston has a large quota and the number has been on the increase. A request was made, about 1892, of Archbishop Williams, for a church and a rector, where these people could worship as in their own country. Rev. John Chmielinski, who was ordained for the Italian missions in Piacenza, Italy, and who was, at this time, at the Church of the Sacred Heart in North Square, was selected, and he was soon engaged in the work of erecting the church.

He purchased a lot of land, on Boston Street, sufficient for his church and rectory, for \$7,000, and then commenced work on the edifice, a neat wooden structure, providing ample accommodations for his congregation, which at that time numbered only 600. It was but a short time before the structure was completed and was dedicated to Our Lady of Czenstochowa.

As soon as the Polish community learned that the church was erected the congregation increased rapidly, those who had been attending other churches joining Father Chmielinski's fold where they could hear and understand the sermons preached in their own language. As the congregation comprises families in Cambridge, Chelsea, the city proper, and other districts it became necessary to organize classes for the children at these places where they receive religious instruction.

Rev. John J. Czubek, who was ordained at the Brighton Seminary

in 1898, was sent to assist Father Chmielinski, as the growth of the parish had assumed such proportions that it was impossible for one to care for it properly. A visit is now made to Fall River every month and the care of the Polish Catholics in the Providence and Boston dioceses come directly upon these men.

In the fall of 1899, owing to the great changes wrought by the relocation of the tracks of the New York, New Haven and Hartford railroad, Father Chmielinski decided to make extensive changes in his church. Boston Street had been graded so high that in order to place the church on a level with the street it would require a vast amount



REV. JOHN CHMIELINSKI.



CHURCH OF OUR LADY CZENSTOCHOWA,
(Polish Catholic), Dorchester Avenue.

of labor and considerable outlay.

As the church property extended from Boston Street to Dorchester Avenue, he turned the entire edifice around and moved it forward, thereby placing it on Dorchester Avenue, instead of Boston Street. After the church had been improved by putting in a basement and adding a more elaborate entrance to it, it was once more opened for services.

Rev. John Chmielinski was born in Poland, about 1868, and after receiving his early education there he studied for the priesthood in Italy, where he was ordained. He has excellent command of the English language and is an earnest and energetic worker. Father Czubek received his early education in Detroit and later came to Boston where he began his studies for the priesthood. A new parochial residence is now being erected on Dorchester Avenue adjoining the church.

ST. JOSEPH'S CHAPEL (LITHUANIAN)—*492 East Seventh Street.*

Members of another race, who have been subjected to the iron rule and crushing power of Russia and who have sought out our country of freedom as an abiding place, are the Lithuanians. By

degrees quite a colony of these people from the vicinity of the Baltic Sea nas developed in this district.

Settling in and about Boston they first worshipped with the Poles and Germans, but, as their numbers increased, they felt the necessity of a church of their own and a shepherd of their tongue there who could preach to them in their language and give them the attention that only one of their race was capable of giving.

In 1894 there came to St. John's Seminary, Brighton, a student who had studied for the priesthood for three years at St. Petersburg Seminary, Russia. In 1895 he was ordained from St. John's Seminary. This was Rev. Joseph A. Gricuis.

As soon as it became known that there was a Lithuanian student at the seminary a request was made and Archbishop Williams accordingly appointed Father Gricuis to have charge of these people as soon as he was ordained. He immediately set to work, and in 1896 his congregation had been organized and he purchased the dwelling house, 492 East Seventh Street, had it altered and fitted for church purposes and his little congregation was soon enjoying the same privileges as large and more prosperous ones. The congregation was composed principally of Lithuanians residing in South Boston and the city proper. Father Gricuis also conducted services in the basement of the German Church for his countrymen residing in Boston, Roxbury, Brighton, Cambridge and other suburbs.

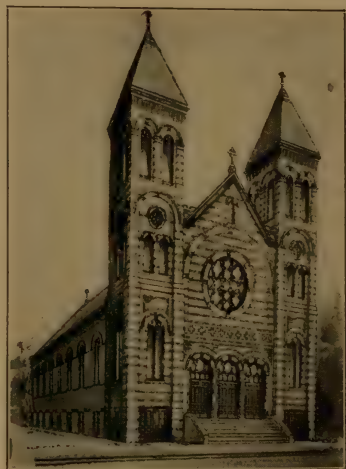
Father Gricuis is an energetic worker and a man of determined character. He is about 35 years of age and was born in Raudena. It was through his own efforts that he secured his education, his parents being without means. By acting as a tutor he obtained a recompense sufficient to carry on his studies at Shawli and at Riga and later at St. Petersburg.



REV. JOSEPH A. GRICUIS.

The little church progressed well until March 8, 1899, when it was almost destroyed by fire. Father Gricuis, undaunted by this misfortune, soon gathered his people together and since then has celebrated one mass every Sunday in the German Church, Shawmut Avenue.

A short time ago, through the efforts of many of the Lithuanians,



LITHUANIAN CHURCH (CATHOLIC),
West Fifth Street.

a new brick church was planned and is now ready for occupancy. It is situated on West Fifth Street and supplies a long felt want. As yet no rector has been appointed, nor the church occupied, and it may be many months before it is dedicated and a congregation organized.

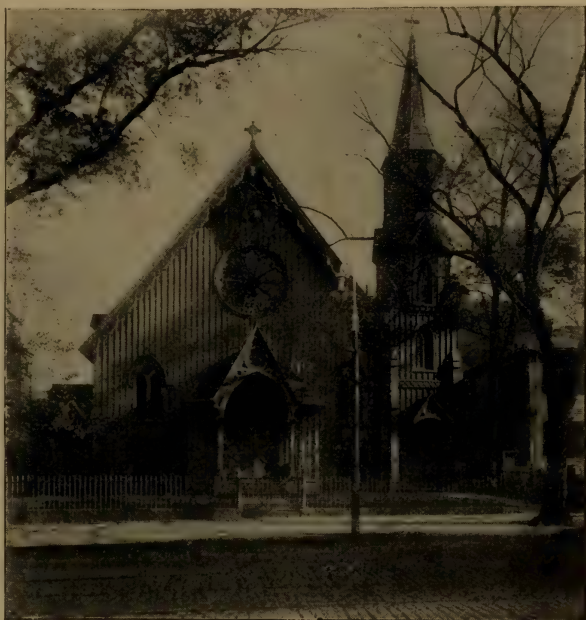
ST. MATTHEW'S EPISCOPAL CHURCH. — *West Broadway.*

To St. Matthew's Church belongs the honor of being the first church society in South Boston, making its advent May 31, 1816, when a meeting, called by Mr. J. R. Cotting, was held at the house of Abraham Gould, then one of the leading men of this district, for the purpose of organization. Thirty-five persons were in attendance, and it was this root, under the name of "St. Matthew's Episcopal Church and Congregation in the Towne of Boston," and under the care of the Rt. Rev. Alexander V. Griswold, that in later years developed into the St. Matthew's Church of today.

June 24, 1816, an act of incorporation was granted the church and the first service was held six days later in the old schoolhouse that stood on Broadway near G Street.

October 13, 1817, the warden was instructed to purchase two lots of land on West Broadway, on the southwesterly side of E Street, for the purpose of erecting a meeting house. This being done, the work of construction began and was carried through with such rapidity that June 24, 1818, the structure was consecrated by Rt. Rev. Alexander V. Griswold, assisted by Rev. J. I. J. Gardner of Trinity Church, Rev. A. Eaton and Rev. Mr. Kearny of New York, with Rev. J. B. Howe and Rev. T. Carlisle of Boston.

Matters progressed well. April 21, 1819, the selectmen of the town of Boston presented the church with a bell which had formerly hung in Faneuil Hall. This was placed in the steeple and was rung for the first time on the 14th of the following month.



ST. MATTHEW'S EPISCOPAL CHURCH,
West Broadway.

Finally the church accomodations became inadequate and by a vote, the land where the present St. Matthew's Church stands, was purchased, July 1, 1860, and work began on a more elaborate and commodious structure. The new building was finished early in the spring of 1861 and was dedicated by Rt. Rev. Bishop Eastburn and it has since been the place of worship for the members of this church.

During the 85 years in which it has been conspicuous the following well known clergymen, prominent in the Episcopal denomination, have been its rectors: Rev. Dr. Gardner, 1821 to 1824; Rev. J. L. Blake, 1824 to 1832; Rev. E. M. P. Wells, 1832 to 1835; Rev. H. L. Conolly, 1835 to 1838; Rev. J. H. Clinch, 1838 to 1860; Rev. Frederick



REV. W. S. W. RAYMOND,
Grace Church.

REV. A. B. SHIELDS,
Church of the Redeemer.

REV. W. H. DEWART,
St. Matthew's Church

EPISCOPAL RECTORS.

Wilson, 1860 to 1869; Rev. J. I. T. Coolidge, 1869 to 1873; Rev. John Wright, 1873 to 1887. During the pastorate of Rev. John Wright \$5,000 was expended in enlarging and improving the edifice, a large Sunday school room being added at this time. Rev. A. E. George was the next rector, remaining until December 1901.

Rev. William H. Dewart succeeded Rev. Mr. George, assuming charge in February 1902. He was born in Ohio, received his early education in the west, and later came to Cambridge where he took a course in St. John's Divinity School. During his studies in Cambridge he assisted in church work in Cambridgeport, and in 1892 became assistant rector of Trinity Church, where he remained until his appointment to St. Matthew's Church.

Rev Mr. Dewart is married and has two children, and resides at the Phillips Brooks rectory on East Broadway. He is member of the University Club, Boston Athletic Association and the Eastern Yacht Club. Though at St. Matthew's but a brief period he has made many improvements in the building and has done much to create a feeling of

unity and good fellowship among his people. He has readily won his way into the hearts of his congregation, which has taken on a considerable growth since his advent there.

GRACE EPISCOPAL CHURCH.—*Dorchester Street.*

This church is one of the earliest results of the work of the Episcopal City Mission. It started in 1871, when services were first held in Washington Hall, Andrew Square, directed by Rev. Mr. Kelley, then assistant at Trinity Church.

The congregation was small, as Washington Village at that time was in reality only a village. In the great fire of 1872, St. Stephen's Church on Purchase Street was burned, and many of the congregation settled in Washington Village, thereby increasing the congregation to such an extent that a new place of worship became a necessity, and the following year the bowling alley in Grimes Hall, very near the present church, was used for worship.

Mr. Reuben Kidner, a student in the Episcopal Theological School, Cambridge, took charge in 1872. Services were held in the bowling alley until 1875, when the present edifice was erected. During these years Phillips Brooks frequently preached here to large congregations. Rev. J. I. T. Coolidge, of St. Matthew's Church, was very helpful with his services.

Rev. Dr. Andrew Gray was the first rector of the new church which was dedicated by Bishop Paddock in 1875. It was called Grace Church after Grace Church, Brooklyn, N. Y., from which Bishop Paddock was called to the Diocese of Massachusetts.

It has had but eight rectors during its thirty years of existence, including Rev. Dr. Alexander Mackey-Smith, Rev. George Buck, Rev. W. D. P. Bliss, Rev. John Armstrong, Rev. F. M. B. Brooks, Rev. J. G. Robinson. Rev. H. S. Nash of the Cambridge Episcopal Theological School was at one time a lay reader.



GRACE EPISCOPAL CHURCH,
Dorchester Street.

The present rector is Rev. William S. W. Raymond. He was installed in 1897 and during his pastorate much has been accomplished.

He was born in New Brunswick, Canada, Sept. 7, 1866, being a son of Philo M. and Elizabeth (Mac Leod) Raymond. After passing through the primary and grammar grades he entered the Fredericton High School.

Later he entered the University of New Brunswick from which he graduated in 1886. He entered the Episcopal Theological School, Cambridge, Mass., in 1891, graduating in 1894. His first pastorate was the Church of the Ascension, at Auburn, R. I., and later he accepted a call to become rector of St. John's Church, Arlington, Mass. In Sept. 1897 he resigned to accept the pastorate of Grace Church, over which he has since presided. He has proven an energetic worker and has won the love of his congregation. He is now working to obtain a parish house for the church and a considerable sum has already been raised for this purpose.

CHURCH OF THE REDEEMER (EPISCOPAL)—*East Fourth Street.*

One of the most recently established of South Boston's churches is that on East Fourth Street, near N Street, known as the Church of the Redeemer, with Rev. Albert B. Shields as rector.

For the purpose of considering the matter of establishing a church for the Episcopalians who resided in the City Point section, a meeting was held at the residence of Hon. Benjamin Dean, Sunday, July 25, 1875, and St. Matthew's Chapel was then and there organized. Rev. John Wright, rector of St. Matthew's Church, formed a Sunday School class.

The following month, August, the meeting place was changed to the studio of Prof. Walter Smith and here they worshipped for several years in charge of Mr. Reuben Kidner.

Toward the latter part of 1882 services were held in Dean Hall, a building on the Dean estate, conducted by Rev. A. F. Washburn and here they remained until the early part of 1885 when preparations were made to move into the new church that had been erected on East Fourth Street.

May 13, 1885 the first service was held in the present house of worship.

June 3, 1887, the size of the congregation led to a change of name from that of Chapel and the church has since been known as the Church of the Redeemer.

In the days of St. Matthew's Chapel there were lay readers in charge, the succession being as follows: Mr. Reuben Kidner, Mr. Percy C. Webber, Mr. J. Nelson Jones, Mr. Charles C. F. Lyons, Mr. Charles French, Mr. Henry R. Sargent and Mr. Edward A. Rand.

Jan. 16, 1881 Rev A. St. John Chambie D. D. became rector and was succeeded, June 5, 1881, by Rev Frederick W. Devens, and the

latter Jan. 22, 1882 was succeeded by Rev Alfred F. Washburn, who remained until the appointment of Rev A. B. Shields in 1895.

Rev. Albert B. Shields, rector of this church, was born in Nova Scotia, August 15, 1861, his father being a prominent Baptist minister in that province. In 1875 he attended Horton Academy in Wolfeville, N. S. and five years later, when his parents moved to this country, he continued his studies at Worcester Academy, graduating two years later. In 1882 he entered Boston University from where he took the degree of Ph. B. and A. B. He devoted another year of study at Brown University where he earned the degree of A. M., took special courses at the Theological School in Cambridge, and then a post graduate course at Harvard, where he received the degree of A. M. in 1888. In 1889 he was ordained a deacon and in 1890 ordained to the priesthood.

In 1889 he was appointed by Bishop Paddock to take charge of the Church of the Ascension at Waltham, Mass., two years later was chosen to a similar position in Pontiac, R. I., and in 1895 accepted the call to the Church of the Redeemer, South Boston, assuming charge early in January.

Since his advent into this district Rev. Mr. Shields has been an indefatigable and zealous worker. He has endeared himself not only to his own congregation but is held in high esteem by those of all denominations. He is liberal in his views, and has ever been interested in matters pertaining to the welfare of the entire district.

As the result of his unceasing efforts for young men there was organized a Phillips Brooks Club, and a reading room was established in the basement of the church, Jan. 24, 1898.

Rev. Mr. Shields is an artist and painter of particular merit and Christmas of 1900 was marked by the presentation to his church, by him, of two panels copied from Sargent's Prophets, in the Boston Public Library, the work of his brush.



CHURCH OF THE REDEEMER (EPISCOPAL),
East Fourth Street.

CITY POINT METHODIST EPISCOPAL CHURCH.—*East Fifth Street.*

This church was the out-growth of a Sunday School class organized early in 1873, and on the first Sunday of February of that year, Rev.

W. F. Mallalieu, D.D., (now Bishop) appointed Brother Edwin B. Spinney as class leader. This class, was known as Class No. 7, had no regular meeting place and it gathered at the different houses of the members. The first meeting, after the appointment of Brother Spinney, was held at 620 East Fifth Street, and in this way the class progressed and grew until it was felt that a more complete organization was necessary.

After six years had elapsed the class included about all of the Methodists in the City Point district. A meeting was held at 614 East Fifth Street in December 1878 and an organization was perfected, known as the "Methodist Episcopal Association." A suitable constitution was adopted and a committee was then appointed to secure a room for a meeting place.

Soon the committee rented a small one story building at the corner of Emerson and L Streets and the first service of the association was conducted here Dec. 31, 1878. The following Sabbath, Jan. 5, 1879, the Sunday School held its first session, Stephen W. Crowell acting as superintendent.

During its early days there was no preacher, the services being conducted under the direction of the president. January 4, 1880 the services of Rev. F. Jones were secured and he preached until April 1881, and was followed by Rev. W. G. Grant, who took charge of the members until June 1881. Rev. J. L. Monroe succeeded him and remained until February, 1882. The following eight months of that year they were without a permanent preacher, until Rev. Charles Tilton took up his labors with them, beginning Oct. 10. It was under his leadership that the association first requested the presiding bishop to organize it into a Methodist Episcopal Church. The request was not granted however.

In March 1883 the members again appealed to Bishop Mallalieu, to assist them in their endeavors to secure organization as a church. As a result, at the session of the New England conference held in April, at which Bishop Bowman presided, a petition was presented requesting the conference to recognize the City Point Church. As a result the City Point Methodist Episcopal Association ceased to exist in 1883, its petition was recognized, and the present church society took form, Rev. Charles Tilton being assigned to the church. Shortly after his appointment a lot of land was purchased, bounded by Emerson, L and East Fifth Streets, and a few years later, during the pastorate of Rev. G. H. Perkins, a church building was erected on the site of the present structure. The subsequent history deals of constant growth and development.

Rev. Joseph Candlin served as rector from 1887 to 1889 and he was followed by Rev. M. H. A. Evans, who served from 1889 to 1892, and from 1892 to 1897 Rev. W. A. Wood had charge of the congregation, and he was succeeded by Rev. W. A. Thurston, who was appointed in 1897. During Rev. W. A. Thurston's pastorate the

present structure assumed form. It is in reality the old church, enlarged by adding a steeple and gables, raising the entire building and putting in a basement.

Rev. W. A. Thurston remained as rector until 1899 when he was succeeded by Rev. W. A. Mayo, the present rector.

Rev. William A. Mayo was born in Portland, Me., Nov. 1, 1854, and was educated in the public schools of that city, and also at Boston University. As a member of the New Hampshire conference he served as rector in churches in Sandwich, Warren, Salem and Derry, N. H. Coming to Massachusetts in 1895 he was for four years rector of the church in Mattapan, then for one year at Newton Upper Falls



REV. W. A. MAYO.



CITY POINT M. E. CHURCH
East Fifth and L Street's.

and on April 1, 1900, he was assigned to the City Point Church where he has since been located. Rev. Mr. Mayo gives all his time to the welfare of his church and congregation, is devoted to his work and his efforts are appreciated by those under his care.

DORCHESTER STREET M. E. CHURCH.—*Dorchester Street.*

This church grew from a small band of Methodists who had settled in Washington Village previous to 1870 and who, in that year, assembled for the purpose of organizing a Sunday-school class. At the first meeting, which was held in a little store on Dorchester Street, arrangements were perfected and James Morse was chosen superintendent.

The growth was so rapid that Washington Hall was secured to accommodate the class. In 1872 the matter of a church organization

was first broached and shortly afterward an organization was perfected and Rev. James A. Ames was called to minister to the flock.



DORCHESTER ST. M. E. CHURCH.

In 1874-75 the need of a chapel was felt, and through the efforts of the parishioners, enough money was raised for this purpose, and under the direction of Rev. George P. Wilson, then rector, and a committee, the structure was erected on the site of the present church.

This answered all purposes until 1900 when the chapel was moved to the rear of the lot and the present structure was erected, the buildings being connected in such a way as to form one structure.

Among those who have served as rectors, besides those already mentioned, were Rev. James Yeames,

Rev. A. H. Nazarian, Rev. William Full, Rev. A. R. Nichols and the present rector, Rev. Edward Higgins.

ST. JOHN'S METHODIST EPISCOPAL CHURCH.— *West Broadway.*

The present St. John's Church was known in its early history as the D Street M. E. Church, the congregation having, in early days, worshipped in the building at the corner of D and Silver Streets, known as Centenary Chapel. This was the first permanent place of worship of the Methodists of South Boston, for, previous to the erection of this building in 1839, they met at various residences and in halls. In the early sixties a division occurred and those who branched from the original church, erected the building at Dorchester and Silver Streets, now occupied by the Presbyterians.

The members of the D Street Church decided in 1868 to erect a new building, and the present site was purchased and the work progressed until September of that year, when a terrific gale almost completely demolished the building, which was more than half completed. Though this catastrophe brought an additional expense of between \$18,000 and \$20,000 on the members, the work continued and the

church was completed the following year. It was then called St. John's Methodist Episcopal Church.

In the meantime the other branch, which had taken the name of the Dorchester Street M. E. Church, had been worshipping in its edifice and continued to do so up to 1885, when it consolidated with the St. John's Church and both have worshipped together since that time.

The first sermon in the original church was delivered by Rev. Abel Stevens. The rectors who have officiated at the three churches were: Rev. J. S. Thomas, Rev. J. H. Owen, Rev. E. W. Virgin, Rev. N. Stutson, Rev. Wm. Butler, Rev. J. C. Smith, Rev. Wm. McDonald,



CENTENARY METHODIST EPISCOPAL CHURCH,
1840.

Rev. Jesse Wagner, Rev. N. T. Whittaker, Rev. G. L. Collyer, Rev. A. E. Wright, Rev. Mr. Allen, Rev. Mr. Howe, Rev. L. B. Bates, Rev. Mr. Field, Rev. J. L. Hanaford, Rev. J. H. Twombly, D.D., Rev. C. A. Crawford, Rev. Joseph H. Mansfield, Rev. William F. Mallilieu,



ST. JOHN'S M. E. CHURCH,
West Broadway.



REV. GEORGE SKENE.

Rev. Mark Trafton, Rev. Mr. Liford, Rev. S. L. Baldwin, Rev. L. A. Banks, Rev. W. T. Perrin, Rev. R. L. Greene, Rev. Frederick H. Knight and Rev. George Skene.

Rev. George Skene was born in England, August 3, 1846, being a son of John and Anna Dolby Skene. He received his early education there and on coming to the United States entered the Hudson River Institute, Claverac, N. Y., and later Wesleyan University, Middleton, Conn.

His career in the ministry has been a long one. He entered the ministry in Troy Conference in 1874. His first pastorate was at Adams, Mass., where he remained two years, then Hoosick Falls, N. Y. three years, Trinity Church, Troy, N. Y. three years, Pittsfield First Church three years, First Church, Somerville five years, Harvard Street Church, Cambridge five years, Winthrop Street Church, Roxbury two years. While at the latter church, failing health compelled him to take a prolonged rest, after which he assumed the pastorate of St. John's Church, October 1, 1901.

Rev. Mr. Skene is married and resides at 515 East Broadway.

BROADWAY UNIVERSALIST CHURCH.—*East Broadway.*

The original house of worship of the Universalists of South Boston still stands at the corner of Broadway and B Street. Previous to its erection in 1832, however, meetings and services had been conducted in the homes of various members, and in Lyceum Hall which stood at the corner of Broadway and E Street.

The church was organized in 1830 as the Fourth Universalist Church of Boston. Soon after Rev. Benjamin Whittemore, of Troy, N. Y., was secured as its first rector and matters progressed well.

Land was secured at B Street and West Broadway, two years later the first church was erected, and on April 10, 1833 it was dedicated. Here the congregation worshipped until the late sixties when it erected the present house of worship and occupied it in 1868. In 1872 the church was reorganized and its present name adopted.

Among those who have administered to the wants of the congregation are: Rev. Benjamin Whittemore, Rev. Theodore Cook, Rev. Calvin Damon, Rev. W. W. Dean, Rev. J. S. Cantwell, Rev. I. Knowlton, Rev. J. J. Lewis, Rev. I. P. Quimby and the present rector Rev. Alfred J. Cardall.

Rev. Alfred J. Cardall was born in London, Eng., June 5, 1861, being a son of Henry and Jane Cardall. His early education was received in the schools of London.

On coming to the United States in 1881 he went west and learned the trade of a pattern maker and for a time was in charge of this work in various places in Bay City, Michigan. He came east again in 1891 and entered Tufts College, graduating from there in 1895 with the degree of B. D.

In September 1895 he came to South Boston to accept the pastorate of the Broadway Universalist Church, where he has been ever since. Rev. Mr. Cardall married Miss Nellie May Huling of Valley Falls, R. I., in 1901, and resides on East Fourth Street near M Street. He is general secretary of the Young Peoples' Christian Union of the Universalist denomination, director of the New England Sabbath Protective League, director



REV. A. J. CARDALL.

BROADWAY UNIVERSALIST CHURCH,
East Broadway.

and vice-president of the Universalist Sabbath School Union, president of the Boston Universalist Ministers' Association and chaplain of St. Paul's Lodge F. and A. M.

HAWES UNITARIAN CONGREGATIONAL CHURCH.—*East Broadway.*

In the year 1807, Mr. John Hawes, one of South Boston's earliest and most benevolent citizens, set aside the lot of land at the junction of East Fourth and Emerson, near K Street, with the intention of reserving it as a church site for the benefit of the residents who were compelled to go to Dorchester to attend services.

Shortly afterward a movement was started to secure a church society and Mr. Hawes joined with his neighbors, and in 1810 a one-story wooden building was erected, east of Dorchester Heights, facing on the old road and not far from the present edifice.

This structure was about forty feet long and twenty feet wide and,

though roughly finished, answered its purpose as a temporary place of worship. Rev. Thomas Pierce of Meriden was the first rector, remaining for two years, and he was succeeded by Rev. Zephaniah Wood of Lunenburg.

An excellent growth soon made the place of worship inadequate and it was enlarged in 1818, by an addition of some twenty feet, making it about sixty feet long, which resulted in it being termed "the rope walk," the building having that appearance. On February 19, 1818 the society was incorporated as the Hawes Place Congregational Society.

The following year, May 13, a meeting was held to consider the expediency of organizing as a church society, and it was voted that Rev. Mr. Wood take such measures as shall be requisite to effect this object. As a result a meeting was held October 27, 1819 and this object was



REV. JAMES HUXTABLE,



HAWES UNITARIAN CHURCH,
East Broadway

effected. Rev. Dr. Porter was elected moderator and performed devotional exercises and administered baptism to several. Rev. Dr. Harris was chosen scribe, and preached, while Rev. Mr. Norton gave the right hand of fellowship to Rev. Mr. Wood who had been deputed to receive it for the church.

On November 15, 1819 the first meeting of the church was held at the home of Mr. John Hawes at which time Mr. Wood was chosen clerk and Isaac Thom and Thomas Hammond deacons. Mr. Wood was not permitted to continue long in his office for in August 1822 he

was taken ill with fever and died, October 26, at the age of thirty-one years.

During the illness of Rev. Mr. Wood, Rev. Lemuel Capen of Dorchester took charge of affairs and on the death of the former Rev. Mr. Capen became rector, through a vote of the society at a meeting held January 28, 1823. He was also made clerk of the church at a meeting held March 23, of the same year.

On January 22, 1829 Mr. John Hawes, one of the founders of the church and who had given it the land for the erection of a new church, died, much to the regret of all who knew him.

In the following year plans were made for the erection of a structure on this land and it was dedicated January 1, 1833. This structure was a wooden edifice 60x46 feet, surmounted by a belfry and having a seating capacity of about 500.

A second society was formed and the present handsome structure was erected and was dedicated in 1873, Rev. George A. Thayer being the first minister of the new church, which was known as the Second Hawes Place Congregational Church. For a number of years both churches were conducted separately. In 1887, by authority of the Supreme Court, the old society joined the Broadway Church and in 1889 the old name, Hawes Place Congregational Society, gave way to the Hawes Unitarian Congregational Church. It is a free church and is supported principally by the "John Hawes Fund."

This new edifice has a frontage of 70 feet and a depth of 152 feet 6 inches. There are two entrances in the front projection and two on the westerly side. The exterior walls are of brick with trimmings of sandstone in two colors. The front central projection is carried up into a steep gable and from the northwest corner of the projection rises the spire to a height of 130 feet.

Rev. Lemuel Capen continued to preside over the old church until 1839 when he resigned and was succeeded by Rev. Charles C. Shackford who was rector from May 19, 1841 until May 1843. He in turn was succeeded by Rev. George W. Lippitt, May 9, 1844 to January 1, 1851.

Some time elapsed before the society selected another permanent pastor. This was Rev. Thomas Dawes who accepted the pastorate May 21, 1854. The following year the church was entirely renovated and many improvements were made.

Here the members worshipped for many years during which time various rectors cared for the flock, Rev. James J. Hewes succeeding Rev. Thomas Dawes, and he was followed in turn by Rev. Frederick Hinckley, Rev. George A. Thayer, Rev. Herman Bisbee, Rev. John F. Dutton, Rev. Charles B. Elder and the present rector, Rev. James Huxtable.

Rev. James Huxtable, the present rector, was born in Bristol, England in 1849, and received his early education there. He came to the United States in 1869 and shortly after entered the Whitestown

Seminary from which he graduated in 1873. His theological education he received privately. He was ordained as a minister of the Free Baptist faith, in the church of that denomination at Buffalo, N. Y., in 1874. Shortly before his ordination he married Miss Helen E. Young, of Columbia, N. Y. Their married life has been blessed with four children, two boys and two girls.

Rev. Mr. Huxtable's first pastorate was the Unitarian Church of Our Father, at Newburg N. Y. He was next called by the First Unitarian Society of Hyde Park, Mass., where he remained for six years, resigning in 1890 to accept the pastorate of the Hawes Unitarian Congregational Church where he has been ever since.

He is chaplain of Rabboni Lodge and an honorary member of Gate of the Temple Lodge, F. & A. M.

FOURTH PRESBYTERIAN CHURCH.—*Dorchester Street.*

It was in 1870 that this church was started and since that time it has worshipped in four places. When first started meetings were held in a hall on West Broadway near D Street, and later in Wait's Hall. It was here, December 30, 1870, that the church was organized with a membership of twenty-nine.



REV. JOHN KIRKPATRICK.



FOURTH PRESBYTERIAN CHURCH
Silver and Dorchester Sts.

During 1874, land was purchased on East Fourth Street, near H Street, and a small wooden church was erected. Here services were held until December 1885, when the Presbyterians purchased the present church from the St. John's M. E. Society, the latter having moved into the brick edifice it now occupies on Broadway.

The first rector was Rev. Charles Naismith, September 1870 to March 1871, and he was followed by Rev. J. H. Angier, (through whose efforts Rev. Dr. George H. Gordon was educated for the ministry), 1871 to 1874; Rev. William M. Baker, May 1874 to September 1876; Rev. William H. Sybrant, June 1879 to March 1882: Rev. Andrew Burrows, November 1884 to October 1890. It will be seen that it was during the pastorate of Rev. Mr. Burrows that the present church was secured and occupied for the first time, he being the last rector in the old church and the first in the present.

Those who followed him were Rev. Frank Haven Hinman, September 1891 to April 1894 (who died after a brief illness); Rev. M. S. Hartwell from December 1894 to June 30, 1896; Rev. Charles J. Cameron, M. A., 1896 to 1901, at which time the present rector, Rev. John Kirkpatrick, accepted the call.

Rev. John Kirkpatrick is a native of Ulster, Ire., and one of nine children of John and Margaret A. Kirkpatrick. He attended the Royal Academical Institution, Belfast, and entered Queen's College, Belfast, 1861, began his theological course at Assembly's College, Belfast, 1864, finishing his studies and being licensed to preach in 1867.

His first pastorate was the First Presbyterian Church, Newton, Hamilton Co., Armagh, Ire., followed by the United Presbyterian Church, New York City, Cookes' Church, Toronto, Ont., Westminster Church, Philadelphia. He later returned to New York city and was called to his present pastorate from there.

He is a member of the Boston Presbytery and the Boston Ministerial Union and has been associated with various other bodies in the various places where he has resided in the past. He was also editor for a time of the Protestant Standard.

Though one of South Boston's most recent rectors Mr. Kirkpatrick has already become popular, particularly with his flock.

CEMETERIES.

With the exception of St. Augustine's Cemetery, there is not a place in South Boston, at the present time, used for burial purposes. Seventy-five years ago, though the population was extremely scanty, there were no less than five cemeteries. Time, the effective eraser of all things, has brought about the disappearance of two of these places, St. Matthew's Church Cemetery and the Boston Cemetery. Three cemeteries still remain, the Hawes Burying Ground, St. Augustine's Cemetery and the Union Cemetery.

HAWES BURYING GROUND.—It was not until some years after the annexation, that the Hawes Cemetery came into existence. In the annexation act of 1804 a proviso was made that three lots of land should be set apart for public use as follows:—one lot for a public market place, one for a schoolhouse and one for a burial ground, all of which were to be acceptable to the selectmen of the town of Boston.

Before the city called for the fulfilment of this proviso, John Hawes, whose name is familiar to all South Boston, through his many gifts, conveyed to a committee of the inhabitants of South Boston, on October 12, 1816, a lot of land on the Old Road (now Emerson Street) leading to the Point with the understanding it was to be used as a burying ground for the inhabitants.

This lot was bounded as follows:—northerly one hundred and nine feet on the "Old Road," easterly one hundred feet, southerly one hundred and nine feet on land of Abraham Gould, and westerly one hundred feet on land of the heirs of Col. Ebenezer Clap. This lot included a little over one-quarter of an acre, facing on the Old Road and running about two-thirds of the way through to what is now East Fifth Street.



HAWES AND UNION CEMETERIES,
Emerson and East Fifth Sts.

The lot was accepted, and though the Board of Health did not sanction its use until March 12, 1821, it was used previous to that time. Seven tombs were erected on the westerly side and all were used, although, like St. Augustine's Cemetery, the more general mode of burial was in graves.

The Hawes Burying Ground, as it is commonly called, presents an impressive appearance. The westerly side is shut off by a granite wall against which are built the tombs, and scattered throughout the yard are numerous headstones marking off the graves, and in some cases iron posts, from which are suspended chains, perform a similar service. The whole lot is shaded by magnificent trees.

ST. AUGUSTINE'S CEMETERY.—The early records of the town of Boston fail to indicate that there was ever a burial ground set aside for Catholics, and it was not until fourteen years after South Boston had been annexed to Boston, that any such record appears. This was when Bishop John Cheverus purchased, in the year 1818, the land that now constitutes St. Augustine's Cemetery. This land was purchased in lots from Zachariah G. Whitney and Jonathan Mason, the deeds being recorded December 9, 1818, March 27, 1819 and April 5, 1822, and by an order of the selectmen, and under the direction of the Board of Health, St. Augustine's Cemetery was established.

The property constituted a lot of land with a frontage of one hundred and fifteen feet southerly on Dorchester Street, being bounded on the east by Sixth Street and on the west by Tudor Street, running through to F Street, having the same frontage on this thoroughfare as on Dorchester Street.

Immediately after its purchase a small brick building, later used as a chapel, was erected, and it was within this structure that the remains of the Rev. Francis Anthony Matignon, for twenty-six years pastor of the Church of the Holy Cross, a French exile, and one of the earliest Catholics in Boston, were interred.



ST. AUGUSTINE'S CEMETERY,
From F Street—Showing Dorchester Street Gate.

Shortly after its purchase, a high wooden fence was erected on all four sides, shutting out effectively the view from the street. As this was evidently the first Catholic cemetery it was not long before it was being used extensively. The little structure within was later used for worship by the Catholics, being consecrated by Bishop Fenwick in 1833. Since its erection the remains of many prominent members of the Catholic clergy have been interred in the little chapel.

There are very few tombs in the cemetery, as the popular method of burial was in graves, and all the available space within the enclosure was taken many years ago. Many of these graves are marked with headstones, as a rule bearing lengthy epitaphs. Besides the ordinary headstones there are many large and elaborate monuments.

One of the most prominent of these is the one that stands before the little chapel erected to the memory of the Rev. Dr. T. J. O'Flaherty, who, through his religious controversy with Rev. Dr. Lyman Beecher, became prominent, through his exceptional ability.

Among the many other clergyman buried in the cemetery may be mentioned Rev. John Mahoney, a curate of the church of the Holy Cross, who for several years conducted services in St. Augustine's chapel and who died December 29, 1839. Next to this grave lie the remains of Rev. Patrick Byrne who was ordained in 1820, the first priest to be ordained in Boston. He was the first rector of old St. Mary's Church, Charlestown, which was dedicated in 1829. Father

Byrne had the distinction of being one of two priests who were in Boston when Bishop Fenwick came here in 1825, the other being Vicar General William Taylor. Father Byrne died in 1844.

Beneath a large tomb table of granite, at the left of the chapel, the remains of Rev. Thomas Lynch are interred. He was the first rector of old St. Patrick's Church on Northampton Street and for a time was associated with Rev. Fr. Mahoney in directing affairs of St. Augustine's chapel. He died March 27, 1870.

A short distance from here the remains of Rev. James Maguire, who for many years was associated with the old Cathedral and who died March 5, 1850, are interred. A short distance beyond this grave is the resting place of the remains of Rev. John D. Brady who died in October 1847.

Among those of the pioneer laity are the parents and sister of Bishop Fitzpatrick, the parents of Archbishop John J. Williams, whose remains occupy one grave marked by a single headstone, and the parents and uncle of the late Patrick Donahoe. Mr. and Mrs. Tobias Boland, parents of Rev. John B. F. Boland and Rev. Leo P. Boland, whose remains are interred in the chapel, are buried here.

John Magner, who was one of the original committee formed in 1799 to raise funds for the first church and in whose tomb in the Old Granary Burying Ground the body of Rev. Fr. Matignon was placed until St. Augustine's Chapel was ready to receive it, is another whose remains rest here. In the same lot the body of Robert Magner, his nephew, one of the principal donors to the fund for the erection of the first church, and who died in 1823, are buried.

Among the other graves are those of Patrick Mooney, exiled from Ireland in 1798 and who for 25 years was sexton of the Cathedral, and Thomas Murray the first sexton of the old chapel. The parents of Rev. Denis Mahoney of the Working Boys' Home of Chicago, the grandparents of the late Judge M. J. McCafferty, the wife and parents of Hon John B. Martin, the family of Mrs. Fallon, wife of Judge Joseph D. Fallon, Prof. M. J. Mooney who was a prominent organist, Mr. P. J. Mullin, Mr. J. M. Maguire, who for many years was sexton of St. Augustine's Church and who died at the age of 82 years in 1882, the parents of Assistant Chief John A. Mullen, B. F. D., Jackson Macdonald, the father, and Mrs. Margaret Wall, the grandmother of A. F., Dr. Wm. G., E. A. and F. X. Macdonald, the parents and grandmother of Matthew J. Mullen, members of the family of Edward F. Meany, J. A. Mahoney, the Madigan family and Mrs. James J. Flynn, all lie buried here.

William Sommers and his wife Ann, Mr. Lavery and his wife Ann, and Francis and Elizabeth Lavery, representing three generations, are buried here, the fourth and fifth generations being represented in the family of Mr. John W. Lavery of Dorchester Street. Ex-Alderman James Powers, father of Miss Elizabeth Powers, president

of the Young Ladies' Charitable Association, is buried in a tomb in a corner of the cemetery.

Another grave of note is that of Mrs. Celeste Robin Delogny, widow of John Noel Destrehan, who came from the south early in the nineteenth century and who was noted for her many charitable acts. Her grave is marked by a conspicuous stone upon which is inscribed the fact that she was attended in her last illness by Rev. Fr. Taylor, who was vicar-general and administrator of the diocese 1823-25. Others who found a last resting place in this cemetery are Lieut. Thomas Mooney quartermaster 9th Mass. Volunteers, died March 29, 1863, Lieut. Nicholas Barrett 28th Mass. Volunteers, killed in the battle of Antietam, September 17, 1862, Rev. John D. Brady and his brother James Brady, John and other members of the Lappen family, Nicholas Thornton, ex-Alderman Christopher Connor and his wife Ellen, Patrick McGrady and his wife Ann, James Driscoll and his wife Johanna, Michael and John Flanagan, Patrick and Ann Lappen, John Bralley, William Gleeson and J. Gleeson and members of their families, Timothy Nunan and Jeremiah Harrington, old sextons of St. Augustine's Chapel, Mr. and Mrs. Michael G. White and six children, and many others.

The ravages of time and weather are strongly visible in the little cemetery, where many of the stones have been injured and in many cases the inscriptions wholly or partially worn off.

As every lot was disposed of years ago, only those who have relatives buried in the cemetery are in possession of deeds. As far back as 1850 an ordinance was passed prohibiting further interments in the cemetery, but on the case being tested it was found that the act was illegal.

Besides the many priests mentioned who have been buried in the cemetery, the greater number of the pioneer clergy are buried beneath the sanctuary of the little chapel, reference to which is made in the history of St. Augustine's Chapel, mentioned in another section of this volume.

While services were held in the chapel considerable care and attention was given the cemetery, but after the chapel fell into disuse, the cemetery and chapel gradually fell into a neglected state and for a time were in a much decayed and neglected condition.

In June, 1892, through the efforts of those who had members of their families interred there, an association was formed with one object in view, — the care and preservation of both chapel and cemetery.

This body took the name of St. Augustine's Cemetery Improvement Association its officers being, Rev. Dennis O'Callaghan D. D. P. R., president, Chief John A. Mullen treasurer, and Misses Della Mullen, Ellen Murtagh and Margaret Crowley secretaries. The membership comprises all those who have relatives interred in the chapel or cemetery.

Immediately after its formation the work of restoring the place began and it is to this association that the present beautiful appearance

of the old cemetery and chapel are due. Funds were secured through monthly assessments and donations and from social events given by the association. With this money grave-stones were placed in their original positions, the grounds properly cleaned and other matters attended to. The most extensive piece of work was the erection of a neat stone wall surmounted by an iron picket fence, with entrances on Dorchester and F Streets, each of which are surmounted by a fancy iron arch bearing the words, "St. Augustine's Cemetery."

The most recent interment of a person of prominence was that the venerable and patriotic Irishman, Patrick Donahoe, who died March 17, 1901, at the age of 90 years and who was buried here March 20, 1901.

UNION CEMETERY. — Though this burying-ground was the latest of the several to be set apart, it is not commonly known either by location or name. It is the smallest lot that was ever set apart in this district. This lot was sold by the trustees of the Warren Association to Adam Bent of South Boston October 30, 1841. It fronts on East Fifth street one hundred and ten feet, and is bounded on the east by the land of the association fifty-five feet, on the north by the Hawes Burying ground one hundred and eleven feet, and on the west by land formerly of Jonathan Phillips forty-three feet.

Situated as it is, the Union Cemetery immediately adjoining the Hawes Burying Ground, separated only by an iron fence, the two have the appearance of one, and combined they are often referred to as the Hawes Burying Ground.

Most of the space in the yard was devoted to tombs, fifteen having been originally erected and besides these there are five burial lots.

CHAPTER X.

SOCIETIES AND CLUBS.

Numerous organizations and societies in the district—Yacht Clubs—South Boston Citizens' Association—City Point Catholic Association—South Boston Republican Club—Shawmut Rowing Club—St. Augustine's Lyceum—Cycle Clubs—Dahlgren Post 2, G. A. R.—Washington Post 32 G. A. R.—Other Veteran Organizations—Charitable Associations—Fraternal and secret societies.

IT is a well known fact that South Boston has many and various organizations and societies, from the small club of a private, social or literary nature, to the large and influential organizations such as the Masons, Knights of Columbus and Odd Fellows.

The district has some of the finest and best managed clubs in the state, including, in the number, several yacht, political, social and fraternal organizations, many of them occupying excellent quarters.

THE BOSTON YACHT CLUB.—This organization has the distinction of being the second yacht club organized in Boston or vicinity and is, today, the oldest club of its kind. In 1834 the first yacht club was organized, but ended its existence in 1837. From that time until the organization of Boston Yacht Club in 1866, there was no such club in or about Boston. In the latter year a party of gentlemen banded themselves together for the purpose of starting a yacht club, and incidentally to promote a social feeling among yachtsmen, and two years later, the body thus organized, secured a charter, the Boston Yacht Club being thus the first organization of its kind to be chartered in this state.

Its growth was remarkable, for, within ten years, the membership grew to 250 and there were eighty yachts enrolled under the club pennant. Considerable property was acquired during this time and an excellent club-house was constructed on a pier that extended into Dorchester Bay, between O and P Streets. This house was occupied until the advent of the Strandway, when the Park Commissioners provided locations for all the yacht clubs and the present handsome and commodious house was erected.

SOUTH BOSTON YACHT CLUB.—February 5, 1868, the year that the Boston Yacht Club was chartered, the South Boston Yacht Club was organized, with John Greer as commodore, and, starting with but a few members, it had a rapid and strong growth, and, nine years after its birth it was incorporated. It then had forty-four yachts enrolled and a membership of 139.

A clubhouse had, in the meantime, been erected on land purchased at the foot of K Street, the structure costing \$500. February 7, 1872 the building was moved to East Sixth Street, near Q Street, where better facilities were offered for yachting. The first open

regatta of the club was held on Memorial Day, 1877, and since then has been an annual event.



GROUP OF CLUBHOUSES ON THE STRANDWAY.

Columbia Yacht Club.

Puritan Canoe Club,

Boston Yacht Club,

Owing to the rapid growth experienced by this club, it was again found necessary, in 1886, to improve their accommodations and the clubhouse was enlarged extensively and completely remodelled at a cost of \$2500, and dedicated April 7, 1886.

Matters then progressed successfully, and with but few changes until 1899, when, through the advanced work on the Strandway, a change in location was necessary and the clubhouse had to be demolished, its site being within the lines of this magnificent boulevard. In return for the land the city granted a new location further south and west, with a water front of 200 feet, the lot 100 feet deep, but insisted on the construction of a building to cost not less than \$15,000. The money was raised on bonds and work on what is now



SOUTH BOSTON YACHT CLUB.



COMMODORE SIMON GOLDSMITH.
South Boston Yacht Club.

the magnificent headquarters of the club was commenced, and has cost \$19,000.

Through its ever increasing membership, this year (1901) it has

been found necessary to add a large wing, which, besides providing additional locker room, allows for a billiard room and bowling alleys, and the two large rooms in the main building are used for a lounging room and library. Besides these there are the reading room, ladies' reception room, spacious corridors, and a system of 103 lockers, while the roof garden, from which a delightful view of the bay and vicinity may be had, is a feature which cannot be equalled by any other club.

The membership of the South Boston Yacht Club is something over 350 and there are 150 yachts enrolled.

Commodore Simon Goldsmith, at present at the head of this well known organization, is a thorough yachtsman, and not only a great lover of the sport but an adept in the building and management of all pleasure craft. His flagship, the *Pleasure*, one of the best equipped steam yachts in the bay, was built by himself and is ably managed by him, on long or short trips. He has been elected commodore three successive years and during that time the club has made rapid strides, increasing greatly in membership so that the house had to be enlarged. Commodore Goldsmith is a resident of Roxbury, where he is quite prominent and owner of a large amount of property.

MOSQUITO FLEET YACHT CLUB.—With the object in view of racing and sailing small boats, there came into existence, August 8, 1888, another yacht club, that today, like those previously mentioned, is quite prominent on the Atlantic seaboard. This is the Mosquito Fleet Yacht Club. It has ever had the reputation of being one of the most energetic racing organizations in this vicinity. Like its predeces-



MOSQUITO FLEET YACHT CLUB,
Foot of K Street.



COMMODORE CHARLES P. MOONEY.

sors it started with but a few members, but its growth was rapid, and the year following its organization, with a membership of less than fifty, the first clubhouse was built, and occupied in April of that year. It

occupied a site on the beach west of K Street not a great distance from the location of the present building.

Under the successive managements of Commodores Wells, Cherrington, Bertram, Powers and Mooney it has made remarkable strides and in 1893 the clubhouse was enlarged. In February 1897 the present board of officers assumed control, with Commodore Charles P. Mooney at the head, and they were immediately compelled to face the problem of erecting a new building for their own convenience and also in compliance with the wish of the Park Commissioners. The latter body granted a site, after some delay, the old clubhouse was moved to the present location, thoroughly overhauled, enlarged and remodelled, until the present spacious and comfortable structure had assumed form. It is three stories high, with commodious verandas on all sides, with billiard and pool, lounging and reception rooms, besides a large dance hall, bowling alleys and magnificent locker facilities. The membership at the present time is close on to 300 and there are many yachts, large and small, owned by the members.

Commodore Charles P. Mooney, real estate and insurance business, is a City Point boy, born in 1870 of Patrick and Margaret Mooney. His early education was in the Tuckerman and the Lincoln Schools and after the three years' course at the English High School he graduated with high honors. For eight years he was with one of the largest insurance offices in the city, serving as cashier and fire clerk for two years and afterward special agent for New England, settling fire losses and inspecting business. In October 1892 he formed a partnership with Thomas W. Flood, under the firm name of Flood and Mooney, and for eight years conducted a large business on West Broadway near Dorchester St. This partnership was dissolved January 1, 1901, and then Mr. Mooney leased, for a long term of years, his present quarters in the remodelled building, 445 West Broadway. Mr. Mooney is unmarried and lives at 713 East 5th St. Ever interested in young men's organizations, he was one of the organizers of the City Point Catholic Association, being clerk of the corporation that effected the organization, and served as its first secretary for two years. He has ever been an enthusiast in co-operative savings and was a charter member of the Mt. Washington Co-operative Bank and has served as its secretary and treasurer since it started in 1893. Mr. Mooney has also been commodore of the Mosquito Fleet Yacht Club for the last five years, during which time that organization has made rapid strides. He is also a member of the Knights of Columbus and Royal Arcanum.

COLUMBIA YACHT CLUB.—It was in March, 1896, that the Columbia Yacht Club came into existence. Though younger than the other similar organizations, it has enrolled among its members many of the older boat owners and yachtsmen of the vicinity.

Shortly after starting, club quarters were secured in the large wooden building on East Sixth Street, at the foot of P Street, formerly

occupied by the Commonwealth Yacht Club, which had then become extinct. May 21, 1896, after the interior of the house had been arranged and everything was in readiness, there was a reception and house-warming, illuminations, band concert and a collation being features of the event.

In July, 1896, the club received its charter from the state. Its membership grew rapidly, and soon there were several yachts enrolled in the club. The Strandway caused this club the same trouble the others experienced, and notice was received from the Park Commissioners that it would have to move, owing to being within the lines of the boulevard.

In the fall of 1898 a meeting was held to consider the construction of a new house, and Messrs. Joseph E. Doherty, A. E. Justice and A. S. Roberts were appointed trustees and empowered to build a new house on the location granted by the Park Commissioners. Necessary funds were quickly raised, and work on the new house was soon under way. Bonds were issued, which were at once taken by the members, and the new building was dedicated in September, 1899, at which time the public had an opportunity to inspect it. It is a commodious structure, with reception, smoking and lounging rooms, besides a spacious and well arranged hall and extensive and well arranged lockers. Verandas on the water side and balconies on the other sides offer excellent places for observation.



COMMODORE JOSEPH E. DOHERTY,
Columbia Yacht Club.

The membership now is quite large and constantly increasing, many fine boats being enrolled, and the members enjoy the winter evenings with bowling, whist and cribbage contests.

Commodore Joseph E. Doherty is one of the most enthusiastic yachtsmen in Boston and has spent much of his time and money for the advancement of the sport. He has been the owner of many fast boats notably the *Early Dawn*, one of the finest boats ever in Dorchester Bay. On the reorganization of the Columbia Yacht Club Mr. Doherty was among the foremost in the advocacy of the club and later, when the new clubhouse was proposed, took an important part, with Messrs. Justice and Roberts in the work. Edward J. Powers was the first commodore of the new club. In 1900 Mr. Doherty was elected commodore and has since occupied that office to the complete satisfaction of the members. During his regime many improvements have

been made in the house and a new building has been erected, solely for additional lockers, 26 in number. It is located to the east of the main building.

PURITAN CANOE CLUB.—The only open water canoe club within a radius of many miles of Boston is the Puritan Canoe Club, that came into existence in 1887. It started with but nine members, and shortly after organizing quarters were secured on East Sixth Street, near O Street. It has gradually increased in membership, and soon quite a fleet of canoes of all descriptions were flying the club pennant.

As the construction of the Strandway shut off the water front, making the club's quarters useless, application was made for a site that would give it a location on the boulevard. This the Park Commissioners granted, and in May, 1899, the present handsome house was constructed. Though not as large as the yacht clubs, it is none the less comfortable and convenient for the purpose, the lower floor being used for the storage of canoes and for locker room. On the second floor is a comfortable hall. An excellent view of the bay and vicinity may be had from the balcony on the water side.

With such excellent quarters and a constantly growing membership, the club has a bright future. Frank R. Kimball is commodore.

SOUTH BOSTON CITIZENS' ASSOCIATION.—Like most of the districts about Boston, South Boston has an organization which really deserves a position by itself, for its objects commend it to all true citizens, and its efforts have ever been for the securing of the best possible for the district. This organization is the South Boston Citizens' Association.



JOHN H. MEANS,
President So. Boston Citizens Association.

It is an outgrowth of the City Point Improvement Association, which was created November 23, 1880, when several prominent residents of the district met and organized for the purpose of looking after the interests of the entire district.

The first meeting was held at the studio of Walter Smith at City Point. At the next meeting, November 29, by a vote of those present, the name City Point Improvement Association was adopted.

The first officers were: Francis J. Baxter, president; Henry A. Snow, vice-president; William Morris, secretary; Charles O. Crane, treasurer; George H. Innes, James T. Tancred and Albert F. Lauten, executive committee.

Meetings were held monthly at City Point until 1893, when Gray's Upper Hall, the present meeting place, was secured and the first meeting held in the new quarters January 9 of that year. In February,

1893, the members voted to change the name to the South Boston Citizens' Association. The membership by this time had increased to 89. The growth has been steady since then, and today there are 402 members on the list, including many of the most prominent residents of the district.

In its twenty-one years of existence there have been eight presidents: Francis J. Baxter, 1880-1881; Francis C. Hersey, 1882; Hon. Charles J. Noyes, 1883; the late Vincent La Forme, 1884-1889; Albert F. Lauten, 1890-1891; Robert F. Means, 1892-1894; Hon. John B. Martin, 1895-1900; John H. Means, 1901-1902.

A feature of the organization is the annual banquet held in observation of Evacuation Day, the anniversary of March 17, 1776, the day on which the British troops left Boston as the result of Gen. Washington and his army building redoubts on Dorchester Heights. Though the association observed the event for several years, it was only in 1901 that it succeeded in getting the city to co-operate. As a result of this, the day was celebrated in a memorable manner. Some of the school children of Boston were presented with a bronze fac-simile of the Washington medal. Buildings throughout the district were decorated, there were band concerts, fireworks and a military parade. The association held its annual banquet in Gray's Hall in the evening, the orator of the occasion being the venerable United States Senator, George Frisbie Hoar.

President John H. Means was born in South Boston in 1844, being a descendant of Robert Means, a Scotch-Irish immigrant leader of 1718, and also of Jeremy Houchin, an early selectman of Boston. His ancestry runs through the families of Rev. James Allen of the First Church, of Francis Wells who came here in 1723 in his ship "Ye Hampstead Galley," and whose daughter Elizabeth married Samuel Adams. Capt. Edward Rumney, who helped fortify Dorchester Heights, and whose great grandmother was a sister of Gov. William Eustis and great granddaughter of Nathaniel Hancock, grandfather of John Hancock, are also ancestors.

Mr. Means received his education in the Hawes School after which he entered business. In 1871 he married Miss Louise A. Mack. They have two children, Louise E., and John H. Jr. He is an active republican and did successful work for Hon. John L. Bates, in 1899, in his contest for Lieutenant-Governor and was a member of the Republican State Committee in 1900, 1901-02. He is a 32° Mason, having been a member for thirty years of St. Paul's Lodge, St. Matthew's R. A. Chapter, De Molay Commandery K. T. and Massachusetts Consistory. He is also a member of the Hawes School Boys' Association and one of the six survivors of the Mattapan Literary Association whose pictures are in the South Boston Branch Library in recognition of the gift of books to start this branch.

For many years interested in the manufacture of paint, Mr. Means

is of the firm of Means and Thacher, paint manufacturers, 6 and 8 Custom House Street, Boston.

CITY POINT CATHOLIC ASSOCIATION.—One of the foremost of young men's organizations in the district is the City Point Catholic Association located on East Fourth Street, near L Street. It was organized April 21, 1890 by Rev. P. M. O'Connor, then connected with the Gate of Heaven Church, but now a curate at Revere. During its first year the association was incorporated and two years later, when Hon. Henry F. Naphen was president, the present commodious and well appointed clubhouse, 744 East Fourth Street was leased and fitted up. The association has steadily grown in membership and influence, its young men including the leading Catholic young men of the district,



CITY POINT CATHOLIC ASSOCIATION,
744 East Fourth Street.



JOSEPH A. LYONS,
President City Point Catholic Association.

and its minstrel entertainments, concerts, dramatic performances and parties have been leading social events, and its private whist parties, ladies' nights and lectures have been largely attended and productive of much good. The association was chartered May 21, 1890.

President Joseph A. Lyons is the present head of the City Point Catholic Association. He is one of the youngest presidents in the history of the association, is an enthusiastic worker in the interests of the society and during his administration it has made rapid strides. He has been a member for many years, always zealous in whatever work he had to do, and it was particularly pleasing when, in 1900, he was chosen president. He is also prominent in numerous other societies, notably the Robert Fulton Council of the Knights of Columbus of which he has been Grand Knight and a member of the Post Office Clerks' Association.

SOUTH BOSTON REPUBLICAN CLUB.—Though only a year old, the South Boston Republican Club is an active organization, having

among its members many of the leading Republicans of the district. Situated in Ward 15, it has an excellent and spacious clubhouse at 80 G Street, and its membership is large. Frank R. Fitzgerald has been its president since its organization.

SHAWMUT ROWING CLUB. — For many years the district has been represented in nearly all the leading rowing regattas of New England, by the Shawmut Rowing Club, and not infrequently has it been successful in securing prizes in the various events. It is now the only rowing organization in South Boston and is one of the oldest in the state. It has a convenient and well equipped clubhouse on Fort Point Channel, near the Dover Street Bridge. Thomas W. Healey is president.

TREMONT CYCLE CLUB. — In 1890 several young men of South Boston met and organized the Tremont Cycle Club, which is now the oldest club of its kind in the district. It has been successful from the start, both from the cycling and social standpoints, and still has a large membership and is active in cycling circles. Its present headquarters is corner of Emerson and K Streets.

ST. AUGUSTINE'S LYCEUM. — One of the oldest organizations in the district is St. Augustine's Lyceum, organized August 16, 1876 and which received its charter from the state April 11, 1882. It was reorganized in December, 1894, and has since had a successful existence. It is the oldest association of its kind in the state and has earned a deserved and excellent reputation through its dramatic and operatic productions as well as for the objects for which it was formed, the general advancement of its young men. Headquarters are corner of Dorchester and National Streets and Mr. Michael J. Carroll is the present president.



MICHAEL J. CARROLL,
President St. Augustine's Lyceum.

President Michael J. Carroll was born in New Bedford, Mass. and was educated in the Quincy, the old Franklin and new Boylston Grammar Schools, having moved to Boston when five months old and to South Boston when 14. He was apprenticed to the mason's trade when 18 and has always been engaged in it. Identified with the labor movement he has been vice-president of the Central Labor Union and president of the Building Trades Council of Boston and vicinity. He was a member of the Common Council in 1887, 1888 and 1889, appointed inspector of masonry in 1890, superintendent of construction of dam No. 6 at Ashland 1893, appointed chief inspector of sewers in 1896, was inspector of sewers in the city of Everett in 1900 and was appointed

by the city engineer of Boston, in 1901, to take charge of the construction of Cove Street and Broadway Bridges. Besides St. Augustine's Lyceum he is a member of the Charitable Irish Society, Mt. Washington Lodge, A. O. U. W., Division 7, A. O. H., South Boston Council of the Knights of Columbus, St. James Court, M. C. O. F., Mosquito Fleet Yacht Club, and one of the organizers and at present a member of Bricklayers' Union No. 3 of Massachusetts.

GERMAN AMERICAN SINGING SOCIETY.—Organized January 26, 1890, for social purposes and to promote an interest in music among its members, this society was incorporated March 13, 1891. It now has a membership of nearly 200 and a well trained chorus of 35. Dr. Stuart is chairman of the singing committee.

Meeting with success from the start and the membership increasing, a handsome clubhouse was erected on East Eighth Street, foot of Covington Street, and dedicated April 17, 18 and 19, 1892 with a three nights' celebration, concluding with a grand ball.

The building has a frontage of 45 feet and a depth of 75 feet. Arion Hall is the name given to the building which contains a hall 30 x 45 feet. In the basement is a large refreshment room.

The building cost \$10,000 and the original furnishings \$1200. August Kern is president.



DAHLGREN MEMORIAL HALL,
E and Silver Sts.
Headquarters of Post 2, G. A. R.

DAHLGREN POST 2, G. A. R.—This veteran organization, one of the oldest in the country, was started in 1880. Since then it has done much good among its members, affording relief to those in need and promoting a more than fraternal spirit within its ranks.

Semi-monthly meetings are held, frequent have been the campfires, entertainments and parties and the post has turned out annually, on Memorial Day, and decorated the graves of their comrades buried in the various cemeteries of Boston. On great occasions, also, such as dedications of monuments, the post has turned out large numbers.

The commanders of the post have been as follows: George A. Thayer 1880–1882; George C. Joslin 1883; Col. J. Payson Bradley 1884; Arthur Neilson 1885; Charles H. Whiting 1886; George H. Innis 1887; William F. Clerke 1888; Robert H. Henderson 1889; Benjamin F. Drown 1890; J. Frank Foster 1891; S. Herbert Appleton 1892; Henry S. Treadwell 1893; Asa D. Smith 1894; Charles S. Clerke 1895; George W. Sanborn 1896; Richard R. Walsh 1897; Fredolin Kramer 1898; William K. Sawyer 1899; Francis Z. Jenks 1900; Frank Wilkinson 1901.

WASHINGTON POST 32, G. A. R.—Organized Nov. 16, 1867, this is one of the oldest posts in the state. It was first known as Washington Encampment Post 32 and met in old Wait's Hall with 25 charter members. At the very next meeting 69 new members joined. The meeting place was shortly afterward changed to the armory of the Pulaski Guards, corner of West Fourth and Dorchester Streets. Col. George H. Johnston was the first commander. In 1868 the membership had reached 350 and the following year it was 400. At the present time the membership is about 100.

Commander John Mahoney is serving his second year in that office. The meetings are held in Grand Army Hall, West Broadway.

GETTYSBURG COMMAND NO. 19, DEPT. OF MASS. U. V. U.—This organization of old veterans meets in Tonti Hall on E Street and, although small in membership, is flourishing, and fulfills all its obligations especially the decorating of the graves of their dead on Memorial Day. Patrick J. Haley is the present commander, George H. Stacy adjutant and Thomas M. Hogan quartermaster.

MAJ. M. J. O'CONNOR CAMP 4, L. S. W. V.—Named in honor of Maj. M. J. O'Connor of the 9th Mass. Volunteer Infantry, who died in Cuba August 7, 1898, this camp was organized October 31, 1900, at the East Armory, and is composed mainly of South Boston citizens who served in the army or navy in the war with Spain. There are more than 100 members in the camp.

George F. H. Murray is the commander, Lorenzo B. Crowley senior vice-commander, and Thomas F. Sullivan junior vice-commander.

Maj. George F. H. Murray, commander of Maj. M. J. O'Connor Camp 4, L. S. W. V., was born on board the Peabody packet ship Marco Polo, Dec. 12, 1858 while his parents were returning to Boston from Australia. He was educated in the Lawrence grammar and English High Schools of this city and then entered the employ of the marine insurance firm of Endicott and Macomber and later was in the employ of Calvin A. Richards, president of the Metropolitan railroad, George F. Hewitt of Worcester, New York Life Insurance Co. He represented Ward 13 in the Common Council of 1883, 1884 and 1885, served as secretary of the Democratic Ward and City Committee of Boston in 1884, 1885 and 1886, was deputy collector of internal revenue under Collectors Eben F. Pillsbury and John E. Fitzgerald and in recent years was manager of the Stanley Brewing Co., of Lawrence. He is now



MAJ. GEORGE F. H. MURRAY,
Commander of Maj. M. J. O'Connor Camp
4, L. S. W. V.

engaged in the real estate and insurance business at 460 West Broadway.

When but a young man he joined the militia, Dec, 9, 1887, and was commissioned second lieutenant of Co. B of the 9th Regiment. In 1888 he was promoted to a captaincy.

With his regiment Capt. Murray went to Cuba in the Spanish War of 1898. Returning to Boston on the hospital ship Bay State he was very weak and was in the Carney Hospital several weeks. On the re-organization of the 9th Regiment Capt. Murray was promoted to the position of major.

Prominent in the organization of Maj. M. J. O'Connor Camp he was soon elected commander which position he has occupied ever since and at the national convention in 1901 he was chosen commander-in-chief of the Legion of Spanish War Veterans.

Maj. Murray is married and lives at 525 East Fifth Street.

MISCELLANEOUS ORGANIZATIONS. — Among the many other organizations and clubs well known in the district and which are doing their part in the bettering of and advancing the interests of the members, may be mentioned the Phillips Brooks Club of the Church of the Redeemer, East Fourth Street; Ingomar Club, social, Dorchester Street; Twenty-five Associates, social, West Broadway, near C Street; South Boston Wheelmen, Emerson Street; Men's Club of St. Matthew's Church; St. Augustine's Cemetery Improvement Association; Mattapanock Club, exclusively for women; Golf Social Club, Andrew Square; Nonpareil Associates, Broadway Extension; Pickwick Club, West Broadway and C Street; Somerset Associates, East Broadway and Emerson Street; Tammany Associates, Dorchester and West Second Streets; Young Ladies' Library Association of St. Vincent's Church, E and Bolton Streets. Irish American Club, Wolf Tone Club and the Celtic Association, all meeting in Clan-na-Gael Hall, D Street.

CHARITABLE ORGANIZATIONS. — Associated Charities, 366 West Broadway; Provident Association, 325 E Street; Boston Overseers of the Poor, represented by Dr. Frederick Stuart; and the St. Vincent de Paul Society, with conferences in each of the Catholic churches in the district.

MASONIC ORGANIZATIONS. — St. Paul's, Gate of the Temple and Adelphi Lodges, St. Matthews Royal Arch Chapter and St. Omer Commandery, with headquarters in Masonic Hall, Broadway and E Street.

FRATERNAL ORGANIZATIONS. — American Legion of Honor: Taylor Council 87, Standish Council 141, and Garfield Council 720, Tonti Hall, E Street.

American Order of Fraternal Helpers: Crystal Lodge 19, Tonti Hall.

Ancient Order of Hibernians: Division 6, 166 West Broadway; Division 7, Clan-na-Gael Hall, 247 D Street; Division 11, 235 Boston Street; Division 13, Gray's Upper Hall; Division 32, 166 West Broadway; Division 36, 166 West Broadway; Division 57, Clan-na-Gael Hall; Division 58, National Hall, 1 National Street; Division 60, National Hall; Division 66, Gray's Upper Hall; Division 74, Gray's Upper Hall.

Ancient Order of United Workmen: Unity Lodge 5, Bethesda Lodge Hall, 409 West Broadway; Mt. Washington Lodge 115, Dahlgren Memorial Hall, E Street; Farragut Lodge 165, Bethesda Lodge Hall.

Brotherhood of Railroad Trainmen: City Point Lodge 507, Bethesda Lodge Hall.

Catholic Order of Forresters: Our Lady of the Rosary Court 1034, National Hall.

Catholic Total Abstinence Union of the Archdiocese of Boston: SS. Peter and Paul's T. A. and B. Society, 152 West Broadway; St. Augustine's T. A. and B. Society, Dorchester Street; Fr. Matthew's T. A. Society, St. Omer Hall, 376 West Broadway.

Daughters of Veterans: Mary A. Livermore Tent 17, Pilgrim Hall, 732 East Broadway.

Forresters of America: Farragut Lodge 140, Gray's Upper Hall.

German Order of Harugari: Washington Lodge 516, 367 Eighth Street.

Golden Rule Alliance: Beulah Chapter 10, National Hall.

Home Circle: Welcome Lodge 52, Pilgrim Hall.

Improved Order of Heptasophs: South Boston Conclave 433, Dahlgren Hall, E Street; Trimount Conclave 742, Gray's Hall; Peninsular Conclave 817, Tonti Hall.

Independent Order of Odd Fellows: Bethesda Lodge 30; Rebekah Lodge 36, Mt. Washington Encampment 6, Bethesda Lodge Hall.

Knights and Ladies of Honor: Friendship Lodge 125, Bethesda Lodge Hall.

Knights of Columbus: South Boston Council 78, Dahlgren Memorial Hall, E Street; Pere Marquette Council 271, Dahlgren Memorial Hall.

Knights of Honor: Mattapanock Lodge 472, South Boston Lodge 433, and Trimount Lodge 742.

Knights of Labor: Freight Handler's Assembly 628, Broadway Hall; Longshoremen's Assembly 8067, Tonti Hall.

Knights of Malta: Mt. Carmel Commandery 197, Bethesda Lodge Hall.

Loyal Orange Institution: Frank Haven Hinman Lodge 165, 361 West Broadway.

Massachusetts Catholic Order of Forresters: SS. Peter and Paul's Court 15, Tonti Hall; St. Augustine's Court 46, Tonti Hall; St. Michael's Court 70, Gray's Upper Hall.

New England Order of Protection: Mizpah Lodge 150, Bethesda Lodge Hall; Defender Lodge 280, Bethesda Lodge Hall.

Order of the Eastern Star: Reliance Chapter 62, Dahlgren Memorial Hall, E Street.

Order of New England: Columbia Lodge 2, 389 West Broadway.

Order of Scottish Clans: Clan Farquharson 54, National Hall.

Order of United Friends: Signet Council 109, 389 West Broadway; Wendell Phillips Council 130, Tonti Hall.

Royal Arcanum: Winthrop Council 538, Dahlgren Memorial Hall; Lincoln Council 93, 389 West Broadway.

Royal Society of Good Fellows: Puritan Assembly 8, Pilgrim Hall; Garfield Assembly 70, Tonti Hall.

Sons of St. George: Admiral Nelson Lodge 161, Gray's Upper Hall.

Sons of Temperance: Independent Division 157, Grand Army Hall.

Sons of Veterans: Dahlgren Camp 98, Dahlgren Memorial Hall.

United Order of Independent Odd Ladies: Prosperity Lodge 32, Pilgrim Hall.

United Order of Pilgrim Fathers: Mount Washington Colony 24, Pilgrim Hall; George Dewey Colony 215, Tonti Hall.

United Order of the Golden Cross: Mt. Washington Commandery 42, Pilgrim Hall; Shawmut Commandery 386, Pilgrim Hall.

United Order of the Golden Star: Eagle Commandery 3, Pilgrim Hall; Hope Commandery 12, Pilgrim Hall.

Women's Relief Corps: Mt. Washington Corps 91, Grand Army Hall; Dahlgren Corps 20, Dahlgren Memorial Hall.

LAWRENCE AND MATHER SCHOOL ASSOCIATION.— This association, composed of graduates of the old Mather School and of the Lawrence School, was organized at a meeting of fifty of these graduates, May 9, 1893. Thomas A. Mullen was elected president with Robert P. Clarkson, who was prominent in bringing about the organization, as vice-president, Charles F. Leahy, secretary and William E. Cassidy, treasurer. June 7, 1893, the first reunion was held and they have been annual events ever since then. The guests at the first reunion were Bishop Lawrence, Dr. Larking K. Dunton, Amos M. Leonard and Granville C. Emery. The membership is now about 1000, embracing graduates of every class from 1856 to the present time, and also of the classes of 1854, 1855 and 1856 of the Mather School. The office of president has been filled as follows: Thomas A. Mullen 1893, 1894 and 1895; Hon. John B. Martin 1896; Charles T. Dukelow 1897 and 1898; Dr. William J. Gallivan 1899; John S. Godfrey 1900; James A. Cook 1901, and Capt. John J. Hanley has been chosen for 1902.

CHAPTER XI.

PUBLIC BUILDINGS AND INSTITUTIONS.

Carney Hospital — Perkins Institution for the Blind — Episcopal Church Home — House of Correction — Municipal Court — Branch of the Boston Public Library — Station Y, Post Office — Banks, Etc.

There are but few districts, if any, in Boston or vicinity, with a greater variety of institutions than South Boston. The Perkins Institution for the Blind was the first established, and, shortly afterward, the Carney Hospital. The Suffolk County House of Correction was one of the group of early public institutions, and the Episcopal Church Home is one of the most recent.

The sick and the orphans are cared for, the blind are educated, and the law breakers of the county are attended to, each in the separate establishments.

In addition to these, the city and nation have branches of important departments, in the Municipal Court, Public Library and the Postoffice. The banks, too, are represented by three institutions, the South Boston Savings Bank, the Mattapan Safe Deposit and Trust Company, and the Mount Washington Co-Operative Bank.

CARNEY HOSPITAL — *Old Harbor Street.*

Conspicuous, both through its great work and the prominent position it holds on the highest land in our district, the Carney Hospital stands as a monument to the memory of a true philanthropist, Andrew Carney, its founder.

The Carney Hospital of today is far different than in years past, and could the man who brought about the founding of this institution see the great progress it has made, it would certainly receive his highest approval.

When a young man, like many others of his age, Andrew Carney left Ireland, his native land, to come to the United States. He entered the clothing business, and advanced until he was considered a man of great repute and ability, and also very wealthy.

Mr. Carney devoted much of his money to charitable purposes, so that when he purchased the old How estate on Old Harbor Street in 1863, for \$13,500, to be used as a hospital, it was not the first time he aided the worthy poor.

After purchasing the estate and the small house thereon, which included a part of the present site, he presented it to Sister Ann Alexis of St. Vincent's Orphan Asylum, with the understanding that it was to be used as a hospital. Nothing was more needed in South

Boston, and in a short time the place was filled with patients who were unable to secure admission to other hospitals, owing to their crowded condition.



CARNEY HOSPITAL,
Old Harbor Street.

In subsequent years the place was so crowded that it was soon decided to erect a brick structure, and this was accordingly done, at a cost of \$100,000, and was completed in 1868. Its founder, in the meantime, passed away, death occurring in 1865.

From this time on great strides were made. The good sisters were incorporated as managers under Sister Ann Alexis, and shortly afterward she was succeeded by Sister Ann Aloysia, who had previously been particularly interested in the Camden Street Home.

Sister Ann Aloysia remained in charge of the institution until 1869, many extensive improvements being made during her time. She was succeeded by the lamented Sister Simplicia, who, up to the time of her death, which occurred in 1890, had full supervision.

Sister Simplicia, from the time she assumed charge until her death, was an energetic worker for the sick and afflicted, and it was greatly through her efforts that the institution was made what it is today. Always modest and unassuming, she was constantly engaged in furthering the interests of the institution, and at the time of her death she had made many extensive plans for the enlargement of the hospital

and the improvement of its many departments, most of which have been carried out by her successor, Sister Gonzaga.

Sister Gonzaga took charge after the death of Sister Simplicia, and is at present the Superior at the institution. When she assumed the direction of affairs, the hospital was again in need of more extensive quarters, and in 1891 the large wing at the right and the new entrance, were constructed at a cost of \$150,000, almost doubling the size of the institution, and adding greatly to its facilities. Three years later it became necessary to erect a new out-patient department building, and the wooden structure at Old Harbor Street and Thomas Park was purchased for this purpose.

Like the hospital itself, this structure has already proved entirely inadequate to the demands made upon it, and Sister Gonzaga had plans drawn for the construction of a larger and more imposing structure, which has since been erected at Dorchester and Old Harbor Streets.

This new structure is equal to anything of its kind in the city. It has a frontage of 63 feet on Old Harbor Street and 47 feet on Dorchester Street, with the main entrance in the centre of the Dorchester Street facade, the style being Italian renaissance. It is fitted throughout in a first-class modern manner, and its several floors are laid out to the best possible advantage. This structure was made possible by the State appropriating \$10,000, on condition that an equal amount be raised by the hospital, which provision was complied with.

Another feature of the institution is the emergency station, on National Street, which has, as a part of its equipment, an ambulance, while the station itself is fitted up comfortably and conveniently for the physicians. There had been a demand for an emergency station and ambulance in the district for a long time, and finally, upon agreement, the City of Boston erected the station and fitted it out, giving the institution the use of it for the medical and surgical attendance the hospital would give in return. The structure and fittings complete cost about \$12,000.



CARNEY HOSPITAL EMERGENCY STATION.
National Street.

It must be remembered that from its establishment up to the present time the hospital has been supported entirely by charity, the Sisters giving their full attention to the sick, while some of the most skillful doctors of the city are numbered among the visiting physicians.

Even with this uncertain means of support, the institution has

grown and assumed such proportions as to be third on the list of those in the entire city. The best comparison of this can be made in the annual report of the hospital, in which 2000 cases for the hospital and 10,000 or 11,000 for the out-patient department in the course of a year is usual. The band of Sisters who care for the sick under Sister Gonzaga's supervision numbers twenty-five, and besides these there is a corps of thirty-three nurses, and, including the visiting physicians, there are forty-eight. An estimate of the growth of the institution and the yearly work can be had by comparing the above with the first annual report of the institution, which showed fifty-three patients, five Sisters and four doctors.

On frequent occasions the great and ever-increasing work of the institution has been greatly aided through the benevolence of persons, who, familiar with the great benefits it affords humanity, regardless of sex, creed or color, have remembered it in their bequests.

In 1892 Miss Emily A. M. Stoney established the Training School for Nurses, and the popularity of this new feature can easily be judged from the fact that the number of applications annually far exceeds the limit, and the school has become quite a feature of the institution. During its first year the Sisters themselves were interested pupils, besides the class of thirty young ladies. The school has been in existence every year since, and from six to eight of its members graduate annually, the regular term occupying three years.

Visiting the sick and supplying food to the worthy sick in their homes by the Sisters is another feature of the institution, and one not generally known. With the excellent facilities now at hand, the grand work being carried on continuously, and the several features herein mentioned, it is an easy matter for the reader to judge why the Carney Hospital is considered by residents of our district so superior to any other.

PERKINS INSTITUTION AND MASSACHUSETTS SCHOOL FOR THE BLIND — *East Broadway.*

Wherever the history of this, one of the grandest institutions ever conceived, is revealed, the names of Dr. John D. Fisher, Dr. Samuel G. Howe, Col. Thomas H. Perkins, William Oliver and Michael Anagnos, will shine forth in the lustre of God's own teaching, "do unto others as you would, that they should do unto you."

Though institutions had been established abroad for the care and instruction of the blind, it remained for Dr. John D. Fisher to make a proposal for the founding of such a school in the United States. This was in 1826. Dr. Fisher was then a young man who had returned to Boston after finishing his medical studies in Paris, where he became familiar with the instruction of the blind.

To Dr. Fisher is due the credit and distinction of suggesting the founding of this, the first school for the blind in the United States. He

succeeded in interesting others in his plans, and in 1829 a meeting was held to take action regarding them. He addressed the gathering, dwelling upon the books required and of the necessity of teaching manual training. As a result, a committee was appointed to consider the establishment of an institution, and within ten days it reported, at an adjourned meeting in the Representatives Chamber at the State House, a resolution in favor. Dr. Fisher again spoke of the idea and another committee was appointed to secure an act of incorporation which was obtained March 2, 1829 under the name of "The New England Asylum for the Blind," "for the purpose of educating blind persons." The following year the first officers were elected with Jonathan Phillips president and Dr. John D. Fisher chairman of trustees. William H. Prescott, another trustee, did much, through his writings and his social position, to secure the needed impetus for the enterprise.



PERKINS INSTITUTION AND MASSACHUSETTS SCHOOL FOR THE BLIND,
East Broadway and H Street.

Dr. Fisher, in the meantime, had enlisted the interests and services of another young physician in the movement, Dr. Samuel G. Howe, whose efforts in behalf of the independence of Greece and his subsequent adventures in Europe made him familiar to all Bostonians.

By an agreement, signed by the trustees, John D. Fisher, Edward Brooks and John Homans, Dr. Howe was sent abroad to study the work of teaching the blind. In the same agreement he became principal of the institution and was also empowered, while abroad, to secure one, or,

at the most two, instructed blind as assistant teachers, and also necessary apparatus for the school.

He returned in July 1832 with a teacher from the Paris school and another from an Edinburgh school, the latter to take charge of the manual training in the Boston school, and in August this institution was opened at the home of Dr. Howe's father on Pleasant Street, there being six pupils in attendance.

Dr. Howe had in the meantime begun to invent books with raised letters, and geographical maps, and to arrange alphabets of twine stuck on paper. In this manner the first pupils were enabled to learn their first lessons and their progress was rapid.

In January 1833, the trustees addressed a memorial to the Massachusetts Legislature asking for their aid. The school had received some little assistance from the state, but it was not sufficient, as was shown by the memorial which said in part: "Without further aid it will be impossible to continue the establishment even in its present humble condition, much less to extend its usefulness." As a result an annual appropriation of \$6,000 was secured and this was soon followed by private donations. The women of Salem, Marblehead and Newburyport held a fair that produced nearly \$3,000, leaders of society in Boston held a fair in Faneuil Hall that netted more than \$11,000, and shortly after, Col. Thomas H. Perkins, offered his house on Pearl Street for the permanent use of the blind, and doubled the gift by the condition that a subscription of \$25,000 should be made by the public, and the condition was met by double that sum within a month. That was during May 1833 and it was during that month that a permanent school for the blind became assured.

In September of that year the Pearl Street house, having been enlarged and properly fitted up for its intended purpose, the members of the school moved into it. Dr. Howe frequently visited other cities, accompanied by several of the pupils who, gave exercises in public. In this way public interest was drawn to the blind and many pupils were sent from other cities and towns to the school, and many Legislatures were inspired to appropriate money for the establishment of similar schools. In this way the New England organization became the seed for the entire country.

In six years the Pearl Street house had become inadequate, and Col. Perkins, in order to facilitate the work, agreed to the sale of the property. An exchange was soon made for the Mount Washington House, South Boston, and here the school located in May 1839 under the name of the Perkins Institution and Massachusetts Asylum for the Blind. The word asylum was changed to school, in 1877. The year after the removal, a work department was organized and has been maintained ever since. Piano tuning was also introduced and has proved to be remunerative.

The state aided the school greatly, for no less than \$100,000 were

appropriated during 1868-1869 for buildings for the girls, apart from the boys. Other special appropriations were also received and the annual appropriation of \$6000, rose in time to \$30,000 and is still received. A gift of \$40,000 from William Oliver of Dorchester, in 1847, and various other donations from many individuals, were greatly instrumental in making the institution what it is today.

Laura Bridgman, who Dr. Howe brought to the institution from the vicinity of Hanover, N. H., in 1837, and who, though blind, deaf, dumb and almost deprived of the senses of taste and smell, was educated at the school, and the story of her marvelous progress is so well known that it needs no repetition here. She died at the institution in 1889.

The institution sustained a severe loss in 1850, in the death of its indefatigable worker, Dr. Fisher. From the time that he first introduced his idea of providing for the education of the blind he had labored in their behalf and was still engaged in this work when death came, being a trustee of the institution, a position he had held for twenty years.

The work progressed, the attendance at the institution continually growing. In January 1876 sorrow was again destined to shadow the institution when the life labors of Dr. Howe were ended. It is needless to say how deep was the sorrow and how great the loss. His interest in the blind proved to be his life work. This same interest was not alone confined to him but was conspicuous in his family and particular in his eldest daughter Julia, the wife of his successor, Michael Anagnos.

Michael Anagnos, Dr. Howe's successor, has proved himself to be his counterpart in his interest in the blind. One of his first acts, after assuming charge, was to organize a kindergarten class. This was in 1879, but owing to imperfect facilities it had to be abandoned shortly afterward, but merely for a time. Mr. Anagnos, by no means discouraged, worked on this matter of a separate department until success crowned his efforts, when, in 1887, the kindergarten was incorporated and its first building dedicated at Jamaica Plain. Without asking or receiving aid from the state the kindergarten holds property to the amount of nearly \$800,000 bestowed within fourteen years.

The year 1882, the anniversary of the opening of the school, also marked the completion of the printing fund, \$100,000, by private subscription, to endow the Howe Memorial Press. Through this acquisition and through the resolves adopted by the trustees, embossed books and tangible apparatus are provided, not alone for the pupils of the institution, but to aid all sightless readers in New England. Books, to be loaned free of charge, have been sent to the public libraries of Providence and Newport, R. I.; Boston, Worcester, Somerville and Fitchburg, Mass.; New Haven and Hartford, Conn.; Concord, N. H., and Portland, Me. The publications at the present time embrace a long list of both old and new books including some in Latin and German, besides sheet music both vocal and instrumental.

On the afternoon of June 13, 1882 the semi-centennial was observed in Tremont Temple when exercises by the pupils in literature, scientific essays, reading by touch, military drill, gymnastics and vocal and instrumental music were given. The exhibition was a marvelous one and received great praise from all who witnessed it.

From time to time additional buildings have been added to the institution so that at present it has an almost endless variety of departments. There is an extensive library, Sloyd rooms, museum, sewing rooms, gymnasium, and various other features. Many of these have been acquired during the twenty-five years of Michael Anagnos' supervision and they continue to increase and with such benefit to the pupils that it seems that the remark of Miss Sophia Carter, one of the six original pupils, made after the semi-centennial exercises that, "if as much were done in the next half century as in the last, blindness will almost cease to be a calamity," has, or at least, is about to be realized.

EPISCOPAL CHURCH HOME — *East Broadway and N Street.*

Through the forethought and untiring energy of Rev. Charles Mason, D.D., of the Episcopal Church, there stands in our district today



EPISCOPAL CHURCH HOME,
East Broadway, East Fourth and N Streets.

a home, the object of which is caring for orphan and destitute children. It was in 1854 that he, while rector of Grace Episcopal Church on Temple Street, after having previously interested several persons in the project, rented a house on North Russell Street, where, for a very nominal sum, parents and children could be lodged and boarded.

This was the beginning of the present institution. It proved a

success, and, encouraged by the aid of various individuals, Rev. Dr. Mason, the following year, secured a more commodious house on Charles Street. This, however, proved inadequate after a short time, and the matter of providing a larger and better home was considered by the trustees. As a result, the house on Charles Street and another building adjoining were purchased in 1860, and altered for the purposes for which they were intended. Many persons had in the meantime become much interested in the project, and various donations were received to aid in carrying on the work.

In 1864, these donations, having amounted to a considerable sum, the site now occupied by the Episcopal Church Home on N Street was purchased, and the present building erected, the entire cost being \$60,000.

For many years the large number of children who found a home here were cared for by the Misses Dexter. Miss Martha Dexter died in 1896, and since that time the home has been in charge of the Misses Hauser.

The children attend the public schools, and when not thus engaged, are allowed the freedom of the grounds about the home, which are spacious, airy and healthy. When old enough, positions are found for them, and in this way many children who would otherwise have had no opportunities in life have become capable business men and women.

SUFFOLK COUNTY HOUSE OF CORRECTION — *East First Street.*

It is not a great while since there were located in South Boston various institutions, penal and others, including the House of Reforma-



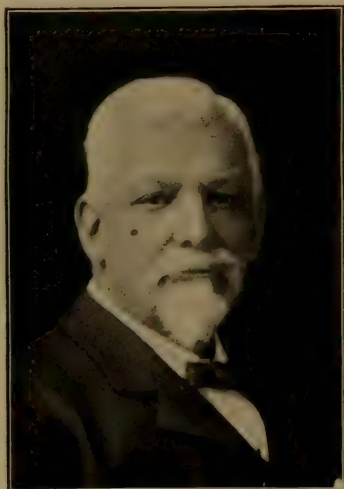
HOUSE OF CORRECTION FOR SUFFOLK COUNTY,
East First Street.

tion, House of Correction, House of Industry, Massachusetts School for Idiotic and Feeble-Minded Youth, and the Boston Lunatic Hospital.

Being so thickly populated, the residents of South Boston always objected to these places, and their efforts were continually directed

toward ridding the district of them. Through unceasing agitation these objectionable institutions have disappeared gradually, until but one, the House of Correction, remains, and it is hoped that it will not be long before this is removed also.

This institution was erected on lands set off by the city shortly after South Boston's annexation, being the first of four of the city's penal institutions erected here, and it was first opened July 1, 1833. It has been in continuous use since that time, both males and females being confined here. Many of the inmates work in the various shops, and as a result of their labor a part of the running expenses of the institution are paid.



COL. JOHN C. WHITON,
Master, House of Correction.



WILLIAM A. WITHAM,
Deputy Master, House of Correction.

Persons convicted in the various courts of the minor offences were sent to the institution, and by degrees it became inadequate, and, in 1847, the east wing was extended and fitted with cells, giving much greater accommodations.

A serious fire occurred at the institution February 25, 1871, which destroyed the large building containing the chapel, the womens' sewing room and the shop occupied by the men employed on the sewing machines, together with the contents, the damage thus incurred amounting to \$6,542. As a result of the fire, the income of the institution for that year was reduced over \$4,000. The brush shop, which was also slightly burned, was soon repaired, sewing machines were placed in it, and the male prisoners were again put to work.

There was considerable agitation at this time, as well as previously, for the removal of the institution, but, though many persons interested themselves in the matter and showed that such a step would not only

be of great benefit to South Boston, but to the city, their efforts were fruitless, and the buildings damaged by the fire were soon reconstructed and equipped.

In March, 1874, the females were removed from the prison building to a dormitory over the new chapel, and the male prisoners who had been confined in the dormitory and prison attic were placed in the cells vacated by the females.

On September 13, 1874, a school was started for the unemployed prisoners. A portion of the brush shop was fitted up for the purpose, and competent teachers were found among the prisoners. The school continued with much success until April 2 of the following year, the average attendance being about forty-five. The school was discontinued at that time, as the room was needed for other purposes. It was subsequently opened again, and is a feature of the institution today.

The masters of this institution have been: Charles Robbins, from the establishment of the institution in 1833 until his death, March 27, 1871; Charles H. Davis (who had been deputy for three years prior to the death of Master Robbins) from May 1, 1871, until his death, Dec. 1, 1874; Martin V. B. Berry, from March 27, 1875, to March 9, 1889; Col. John C. Whiton (the present master of the institution) from March 18, 1889, up to the present time. Col. Whiton accepted the position at the earnest solicitation of the Institutions Department of Boston.

Col. John C. Whiton, master of the House of Correction, was born in Hingham, August 21, 1828, of Elijah and Mary (Lincoln) Whiton. He was educated in the schools of his native town and in his youth worked at the grocery business, latterly in Boston. In the spring of 1861 he was engaged at Fort Warren, and in 1862 he went to the front as lieutenant-colonel of the 43rd Mass. Regt., serving until the expiration of his term of enlistment, July, 1863. In 1864 he was engaged in recruiting in Plymouth County, and from April, 1864, to July, 1865, was lieutenant-colonel of the 58th Regiment, Mass. Volunteers. He was then commissioned colonel, but, unable to secure the required number of men in one day, he could not muster. He was commissioned colonel of the United States Volunteers, by brevet, April 2, 1865, for gallant and meritorious service at Petersburg, Va. From September, 1865, to September, 1873, he was employed by the city of Boston as chief clerk in the auditor's department, and the following three years was superintendent of the city's institutions on Rainsford and Deer Islands. In 1877 he was treasurer and steward of the Women's Reformatory Prison at Sherborn. He was appointed superintendent of the Boston and Nantasket Steamboat Company in 1880 and continued to 1883, when he resumed his duties on Deer Island, remaining until March, 1889. In that month he was transferred to South Boston to become master of the House of Correction, and has filled that position faithfully and well since then. A thorough disciplinarian,

he possesses all the qualities that this important position requires, and his superiors have never had occasion to do other than commend him. He is a member of the Columbian Lodge of Masons, a member of the Military Order of the Loyal Legion, and a comrade of Post 15, G. A. R. October 19, 1862, he married Miss Ann Marion Sprague.

Deputy Master William A. Witham was born in Rockland, Me., Oct. 29, 1845, and was educated in the country schools of that place. Oct. 26, 1864, he enlisted in Co. A, 1st Battalion of Maine sharpshooters, and was discharged when the war ceased in April, 1865. Sept. 12, 1867, he came to South Boston to the House of Correction and remained three years, when he resigned and went to Leavenworth, Kansas, and was engaged as an officer in the penitentiary for six years from 1870. He then came to Boston and was assigned to Deer Island as an officer. Oct. 16, 1878, he joined the Boston Police force and remained until March 1, 1882, when he went to Rainsford Island as an officer. July 5, 1883, he went to Deer Island as deputy superintendent under Col. Whiton, who was superintendent. March 18, 1889, with the transfer of Col. Whiton to South Boston, Deputy Witham came also, and has served at the South Boston institution ever since. Deputy Witham is a member of Mt. Tabor Lodge, F. & A. M., of East Boston. He has ever been a faithful and zealous officer.

SOUTH BOSTON MUNICIPAL COURT. — *Dorchester Street.*

By an act of the Legislature, which took effect July 1, 1874, district courts were established in several of the districts of Boston, including South Boston.

South Boston consisted of Ward 12 and a part of Ward 7, at that time, and the ward room on Dorchester Street at the corner of West Fourth Street was selected as the place for the sittings of the court, and, through an appropriation of \$690, the place was fitted up for its intended purpose.

Justice Robert J. Burbank presided over the court. There were also Special Justices Joseph D. Fallon and Benjamin F. Burnham and Clerk Joseph H. Allen. The court sat for the transaction of criminal



MUNICIPAL COURT, Dorchester St
Courtroom on corner, first floor, and Engine Quarters on the right.

business every week day except legal holidays, commencing at 9 A.M.; for the return and entry of civil actions, every Tuesday at 11 A.M. The record of the first day was three cases of drunkenness, one case assault and battery and one case of larceny.

The following year an addition was made to the court, by constructing an "L" of two stories over a basement. In this "L" in the basement, was constructed the cell room for prisoners, on the first floor, the judge's private office, clerk's office and toilet room, and above this a large double room for juvenile sessions of the court.

On the resignation of Special Justice Benjamin F. Burnham, the vacancy was filled by Patrick A. Collins, and he was later succeeded by Charles J. Noyes. The court remained under the jurisdiction of Justice Burbank until his death May 6, 1893. Shortly after his death Special Justice Joseph D. Fallon was appointed to the vacancy, Charles J. Noyes becoming senior special justice and Josiah S. Dean junior special justice.

The justices have been the same since that time. The other officers of the court are, Clerk Frank J. Tuttle, Asst. Clerk A. B. Smith, Constables William L. Drohan and Thomas J. Condon.

SOUTH BOSTON BRANCH, BOSTON PUBLIC LIBRARY. — *W. Broadway and E Street.*

At the present time South Boston possesses a branch of the Boston Public Library, situated in the Masonic Building, West Broadway and E Street, and a reading room, known as Station Y, in the John A. Andrew School, Dorchester Street, and an appropriation has recently been made to provide a station for the City Point section.

Though so well provided for in this respect now, South Boston was without any library, reading room or station up to the year 1872, and then it was only through the generosity of a private organization, the Mattapan Literary Association, that the branch was secured.

This organization was composed of well known residents and was among the most prominent of the organizations in South Boston. The need of a library had impressed itself on the members, and finally, at a meeting of the association, it was voted to give the private library of the association, as a nucleus for a branch library in South Boston.

This gift, comprising about 1,500 volumes, was accepted by the Central Library, and shortly afterward, books that had been withdrawn from the Central Library and others procured through donation and purchase, were added to those presented by the Mattapan Literary Association, the aggregate being about 5,000 volumes, and May 1, 1872, the South Boston Branch was opened to the public and has been in operation ever since.

Almost immediately it proved its usefulness and popularity and the demands made upon it required additional volumes. During the

year 1874, two years after its advent, the number of volumes loaned amounted to 108,000, and in the report of the Library Trustees of that year it was shown that every book had been returned to the shelves, this immunity from loss being commented upon as remarkable and gratifying.

From time to time additions have been made to the Library, both in books and periodicals, until at present this branch is one of the most important connected with the Central Library, both in equipment and patronage.

STATION Y. *Dorchester Street*.—This station, which has become known as the Andrew Square Reading Room, was opened to the public in January 1901, and, though the newest station in the city, it has already proved its worth through the patronage it has received.

It was through the efforts of Mr. Cornelius P. Flynn and others of the Andrew Square district that this station was obtained, and before their efforts terminated as they desired, the City Government, School Committee and Library Trustees all took action in the matter.

As its necessity was apparent to all no difficulty was encountered after the project had been introduced. The action of these three bodies was necessary owing to the fact that they all co-operated in establishing the station. The School Committee granted the use of a part of the basement of the Andrew School for the purpose, the City Government appropriated the sum of \$2,000 for altering and fitting up the room, and then the library trustees accepted the place and immediately sent a liberal supply of books, periodicals and art pictures and the place was opened to the public January 5, 1901.

From the start it has proved to be one of the busiest in the city, the reading room being filled both day and evening, a strong indication that it is an appreciated acquisition. The number of books loaned during the month of January was 1,580.

This is the only station of the library located in a public school building.

SOUTH BOSTON STATION, BOSTON POST OFFICE. — *West Broadway*.

This is one of the busiest and most important branches of the Central Post-Office and yet it is not many years since it was conducted similar to country branches, where the mail was merely left at stated intervals and where it was called for by the residents, and not delivered as it is today.

At that time 1846, Mr. Thomas Spinney, a printer, whose place of business was in the city proper and who resided on C Street, on his way to and from work brought mail to and from the Central Post-Office for the residents of South Boston. Later on a Mr. Hunting performed a like service for his neighbors.

The first instance of even a postoffice did not come until 1849

when a contract was entered into between Mr. Patterson and the Boston postmaster for the delivery of mail in several places, among them being South Boston. Mr. Patterson then arranged with Mr. Caleb Gill, who kept a store on West Broadway near B Street, to take charge of the mail, which was delivered morning and afternoon of each week day by the South Boston Omnibus Company.

Business and urgent private letters Mr. Gill had sent to their proper destinations, the other mail matter was called for. Mr. Gill continued in charge of the mail until 1855 when Mr. Jordan, who was engaged in the dry goods business at B Street and Broadway, took care of it. In 1856 Mr. Edwin B. Spinney assumed charge and the post-office was again changed, this time to 218 West Broadway, Mr. Spinney's place of business.

The office was again re-located March 7, 1863, when George W. Bail was appointed and E. H. Gill's store, at 245 West Broadway, became the postoffice headquarters. It was destined to remain here but a short time, however, for in June of the following year, headquarters were secured at 163 West Broadway, and two years later at Lyceum Hall, located at West Broadway and E Street.

In 1867, the office being reduced from a sub-postmaster to clerk, Mr. Bail resigned, and Thomas Burns, the clerk in charge, took care of the mail. Two years later he was appointed superintendent and held the position until his death, which occurred in November 1876. During his regime the office was again re-located, at 417 West Broadway.

After the death of Superintendent Burns, William F. Clerk was appointed to fill the vacancy, and it was during his term of service that what might be called the first properly equipped office was secured. This was at 474 West Broadway. It was not alone well equipped but excellently located, and the mail was delivered several times a day by a corps of eight carriers, and the office work was performed by four clerks.

Mr. Clerk remained in charge until March 20, 1888, when he was succeeded by John H. Giblin. There were twelve street letter boxes located at various points throughout South Boston, at this time, from which the mail was collected at stated intervals, and the service was equal to that of any other district at that time.

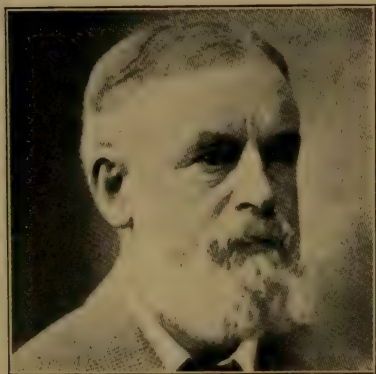
Supt. Giblin proved himself a progressive man, and with the excellent work performed by his predecessor, he soon made improvements that brought the postoffice department of South Boston up to its present excellence. He filled the position with most commendable success until Sept. 1, 1891, when he was succeeded by Henry S. Treadwell.

Business had rapidly increased, and the need of new quarters was apparent, nineteen mails being received and delivered each day. Finally, January 1, 1899, the office was moved to 399-401 West Broadway, its present location. There are at present fifty-one street letter

boxes, four boxes for packages, and three sub-stations. The office force comprises: Supt. Henry S. Treadwell; Asst. Supt. Daniel J. Driscoll; Clerks John J. Lavery, Asa N. Smith, Edward P. McGrory, Charles A. Donovan, J. D. Bowden, William J. Keefe, Daniel O'Malley; Carriers E. Whittemore, J. P. Duffy, S. W. Babcock, S. H. Appleton, M. J. Brennan, T. J. Curtis, Edward Brown, J. J. Norton, T. F. Welch, J. J. Smith, D. J. Rull, C. J. Rhodes, A. A. Robinson, T. F. Dillon, M. J. Peters, T. W. Ramsay, J. E. O'Leary, H. E. Norris, R. J. Neale, F. X. Hennessey, P. J. Murray, C. W. Mehegan, J. J. Howard, William Hunt, C. J. Kelley, J. A. Kelley, T. J. Lane, Isaac S. Fish, John J. Dwyer, Joseph A. Clausen; Substitute Carriers J. J. Hogan and John Griffin.

The sub-stations are at the stores of Clarence Hallett, East Broadway; John J. Tobin, Dorchester and Eighth Streets, and Cornelius P. Flynn, Andrew Square.

MATTAPAN DEPOSIT AND TRUST COMPANY.— Located at the corner of E Street and West Broadway is the Mattapan Deposit and Trust Company, instituted in 1892, through the efforts of Mr. Richard J. Monks, a former resident of the district, who interested many of the business men in the project. Conducted on the plan of a national



RICHARD J. MONKS,

President Mattapan Deposit and Trust Company.

bank, it is the only institution of the kind in the district and is subject to the laws of the savings bank commissioners. The company is authorized to receive deposits subject to check and to transact regular banking business and to act as trustee of estates and trustee funds. For the past five years the bank has paid four per cent annual dividends to the stockholders and interest on deposits, over a certain amount. The capital is \$100,000 and there has always been a surplus of at least \$43,000.

The officers of the corporation are Richard J. Monks, president; Ezra H. Baker, first vice-president; Francis C. Hersey, second vice-president; George A. Tyler, actuary; Richard J. Monks, Ezra H. Baker, George H. Bond, David H. Coolidge, John F. Falvey, Dr. Michael F. Gavin, Francis C. Hersey, Charles S. Judkins, Col. Lawrence J. Logan, Hales W. Suter and George A. Tyler, directors.

With such excellent backing as the leading business men of the district, the company is a strong institution and since its inception has been a great convenience to storekeepers and others.

President Richard J. Monks is of an old South Boston family and was engaged in the lumber business here for many years. He was also president of the Broadway National Bank. He is well known in the financial world and has had the care of large corporations and trust companies for many years.

Actuary George A. Tyler is a resident of South Boston and was for fifteen years with Lee, Higginson & Co., of Boston. He is genial, courteous and untiring in his efforts for the Company.

SOUTH BOSTON SAVINGS BANK.—Incorporated March 3, 1863, the South Boston Savings Bank has had a successful existence ever since.

The business of the Bank may be judged from the deposits and assets of 1900, as follows: Deposits, \$4,117,133; assets, \$4,444,254. The Bank is open for business from 9 A. M. to 3 P. M. and Monday evenings from 7 to 9 P. M.



MASONIC BUILDING AND SOUTH BOSTON
SAVINGS BANK,
E Street and Broadway.



THOMAS HILLS,
President South Boston Savings Bank.

The officers of the Bank are as follows: Thomas Hills, president; John E. Alden, vice-president; Edward H. Barton, treasurer; Thomas Hills, Charles H. Hersey, Solomon A. Woods, William S. Crosby, George H. Bond, John E. Alden, Charles T. Gallagher, Horace T. Stickney, Joseph C. Storey, Francis C. Hersey, Mgr. D. O'Callaghan, Walter Jenney, Col. J. Payson Bradley, Horace Manson, J. Alfred Mitchell, William P. Stone, J. Carlton Nichols, Edward A. Church, George F. Lawley, Albert M. Williams, Albert H. White, William H. Soule and Henry J. Bowen, trustees.

President Thomas Hills was born in Boston, Aug. 13, 1828, and attended the public schools. He served an apprenticeship with Lawson

CHAPTER XII.

POLICE DEPARTMENT.

First Patrol Service — Night Watch Established — Inspectors of Police — City Marshal — First Regular Police Organization — Gradual Increase in the Force — Chief of Police — Harbor Police Organized — Watch and Police Departments United — Members of Common Council, Special Police — Reorganization of Department — “Dog-Watch” — Transportation of Prisoners — Telegraphic Communication Between Stations — Police Boat — Mounted Squad — Telephonic Communication — Another Reorganization — Ambulances — Board of Police Established — Signal System. Station 6. Station 12.

LIKE all of the early settlements, Dorchester, of which South Boston was once a part, had no regularly organized police force, depending upon a constabulary invested with the power to serve both civil and criminal processes. Later, members of this force were selected to take charge of the town-watch, and others were employed on public days and special occasions. In the early days some of these constables were employed to patrol the streets, the first instance of patrol duty, and when thus employed by the town they received their pay from the treasury.

As South Boston was annexed to Boston long before the latter became a city, the story of the police department of the former is identical with that of the latter, as it was a part of the general system, and therefore was conducted and governed the same as the city department. In consequence of this, a sketch of the Boston Police Department includes that of South Boston.

Boston established a night-watch February 27, 1634, and this was continued, under various rules and regulations, with the exception of about a year during the Revolutionary War, until 1854. Up to August 31, 1812, this watch came under the direction of constables, and on this date a captain was appointed. The term police does not appear in the records until April 17, 1788, at which time Captain John Ballard and two others were chosen as “Inspectors of Police,” their duties being “to maintain cleanliness and good order in the town.” The office of Inspector of Police was continued until March 13, 1817, when it was changed to “Superintendent of Police,” and this in turn was changed to “City Marshal,” May 30, 1823.

The City Marshal had one or more assistants, and on May 1, 1832, a Deputy Marshal was appointed. The Marshal had the direction of all the constables when engaged in the service of the town, and also of the police force after its organization in 1838, which was brought about principally through various disturbances that occurred from time to time, including the breaking up of a watch meeting in the

Bromfield Street Methodist Church, December 31, 1832, the burning of the Ursuline Convent, Charlestown, October 23, 1835, and the Broad Street riot, June 11, 1837.

A law was passed May 15, 1838, authorizing the Mayor and the Board of Aldermen of the City of Boston "to appoint, from time to time, such police officers for said city as they may judge necessary, with all or any of the powers of constables of said city, except the power of serving and executing any civil process."

On May 21, 1838, six police officers were appointed under the new law, and were placed on day street patrol duty, under the direction of the City Marshal, thus establishing the first regular police organization for Boston. The force was increased by degrees, and in 1846 consisted of a marshal, a deputy-marshal, six week day and ten Sunday patrolmen. On June 22 of that year Francis Tukey was appointed marshal, and during the years 1846 and 1847 the city was divided into districts, with an officer detailed on each. A clerk was appointed, the force increased, and a small night patrol and detective force established. The following year a superintendent of hackney carriages and another of trucks and wagons was appointed.

January 1, 1850, the force numbered thirty men, and on October 24, 1851, there were registered in the marshal's book a day force of forty-one and a night force of twenty-five. The following year, however, owing to irregularities being discovered in the night force, this branch of the department was abolished on May 31, and the day force was increased to fifty men. On May 22, 1852, a new liquor law was passed, imposing serious responsibilities upon the city marshal and in which the chief of police was not recognized. In consequence of this it appears that the office of city marshal was abolished and a chief of police appointed.

The harbor police, consisting of a captain and ten men, was organized July 26, 1853, as a result of the daring actions of a gang who made vessels in the harbor their particular prey. Station 8 was established the following year for this branch of the department, the force at that time numbering sixty-five men. Shortly afterward fifteen members of the force were discharged, reducing the number to fifty, it being claimed that politics was the main cause for the reduction.

Beginning in 1852, there was much agitation in favor of uniting watch and police, it being claimed that the former were poorly paid, and that the two, being distinct and unfamiliar with each other's doings, frequently worked against each other's interests, unknowingly. Finally May 23, 1853, an act was passed authorizing the City Council of Boston to make an ordinance uniting its watch and police departments under one head. The matter was taken up by the Board of Aldermen in 1854 and was passed, but the Common Council refused to concur. The Mayor and Aldermen, having the power, took the matter into their own hands, and on April 19 passed an "order" to unite. This was followed

on May 23, ensuing, by discharging every member of the watch and appointing out of both departments some two hundred police officers, the order taking effect within three days. The chief of police was appointed captain of the watch, and the captains and lieutenants were appointed constables of the watch.

In completing the new arrangements, night police districts were established on the line of the old watch districts, watch-houses were changed to station houses, one captain, two lieutenants and a requisite number of patrolmen were detailed to each station, the patrol being arranged in three divisions, one for day and two for night duty, through which arrangement the entire territory was constantly covered.

With this system perfected, the watch and police departments ceased to exist at six o'clock May 26, 1854, and the new police department assumed its duties as quietly as if nothing had occurred. Almost a year later, May 10, 1855, the Common Council concurred, when the Board, by way of courtesy, appointed the members of the Council special police.

Under the new system thus organized there was a central office and eight stations, located as follows: Central office at City Hall; Station No. 1, Hanover Street; No. 2, Court Square; No. 3, Leverett Street; No. 4, Boylston Place; No. 5, Canton Street Place; No. 6, Broadway, South Boston; No. 7, Meridian Street, East Boston; No. 8, (harbor police,) head of Lincoln's wharf. The entire force comprised a chief, salary \$1,500 per year; two deputies, salary \$1,100 each; one clerk, salary \$800; eight captains, \$3 per day each; sixteen lieutenants, six detectives, two superintendents of carriages, \$2.50 per day each, and about 170 patrolmen at \$2 per day each.

It was in this year, therefore, that South Boston secured a police station and a regularly organized body of men to perform the required duties, and since that time the benefits of the system, as then organized, have been very evident. The new system proved a success, and under it the police force gradually grew until its size made it expedient to appoint sergeants for both night divisions of each station, which was done February 9, 1857, their duties being to take general supervision while on outside duty.

About 1860, as a result of criticism, a plan to change the system of patrol was consummated, and went into effect November 11 of that year. The plan was for the forming of the entire force into six divisions, each division being on and off duty six hours alternately, day and night, called the "dog-watch." Upon application it proved to be both inadequate and unpopular with all, and on February 25 of the following year it was abandoned and the old system reinstalled.

For several years after the reorganization of the department prisoners held for trial were committed to the jail, being marched to court the following morning in gangs handcuffed. This method finally

became unpopular, and a carriage was provided, this being the first step toward the introduction of the present system of vans.

In 1854 cells were constructed under the courthouse, and prisoners, after being brought to the station houses, were then locked up in these cells to await trial in the morning. As there were no keepers at that time, this method was thought imprudent, and in 1857 the cells were rebuilt on an improved plan, and on April 26 a superintendent and two assistants were appointed, some one of these to be present at all times. Later a morning meal was provided for prisoners, as well as accommodations and medicines for the sick. Dumb cells were constructed for the insane in 1869, and shortly afterward a messenger was provided to do errands free of charge for the prisoners. December 23, 1862, an ordinance was passed "that each police officer, before entering upon his work, shall be sworn to the faithful discharge of the duties assigned him."

On March 17, 1863, an ordinance was passed providing that the police "shall severally hold their office until vacated by death or resignation, or until they may be removed by the Mayor." This ordinance did away with the former one that provided "that the Mayor nominate annually to the Board of Aldermen, for their confirmation, such number of persons for the Boston Police Department as the Board, with the approval of the Mayor, shall deem needful." Thus ended the annual appointment of officers. The first appointment, under the new ordinance, was made April 1, 1863, and the oath of office was first administered by the city clerk to all members of the department six days later.

The detective force was abolished February 14, 1870, this branch of the service being taken up by the regular officers. The following year telegraphic communication between the stations and the central office was instituted. Station 12 was established in 1874. In 1874 an independent system of wires was installed throughout the city.

This same year the police boat "Protector" went into commission and the mounted police squad was organized with twenty-eight horses. The following year the distribution of free soup to the poor started, and was continued up to 1880. The matter of telephonic communication was first broached in 1877. July 8, 1878, the Board of Police Commissioners was organized, and its first act was a reorganization of the force, which was reduced from 701 to 692 men. The following year the first annual report of the commissioners was made. The police pension system was also started that year.

In 1882 two ambulances were built and put in operation, and between April 30, 1882, and April 30, 1883, were used 509 times. In 1883-84 the police boat "Patrol" went into commission. At the same time the present headquarters in Pemberton Square were occupied. On July 23, 1885, the Board of Police was created. The Municipal Signal Company introduced its system in that year.

The distribution of free soup was resumed in 1886. The following year matrons for the station houses were first appointed and the Gamewell Police Signal Company introduced its system at Station 4.

In 1888 a temporary house of detention for women was established, the Municipal Police Signal System was adopted, and the work of installing it began, ten of the stations being equipped that year and the remainder the following year. On July 27, 1891, the transportation of prisoners by the police department was instituted. In 1893 two new ambulances were put in operation, and the following year another was added.

In 1895 the Park police, established in 1883, became a part of the regular department. In 1896 the police boat "Guardian" was put in commission. More police ambulances were put in operation. There have been few, if any, important additions to the department within the past few years. The department at present consists of over 1000 patrolmen, 100 reserve officers, 23 captains. There are 16 stations, besides the sub-stations organized in 1901. There are nine police ambulances in operation. The total cost of running the department in 1901 was about \$1,750,000.

The following will show the growth of the department since the organization of the Boston Police Department, May 26, 1854, when it comprised 250 men: 1863, 334 men, and it cost to maintain the department \$260,000; 1873, 575 men, appropriation for maintenance, \$700,000; 1885, 783 men; 1887, 815 men; 1900, 1,000 men, besides 100 reserve officers.

STATION 6. — The site upon which this building stands was, in 1820, a clay pit, owned by Thomas Gerrish, and the territory enclosed by B Street, Broadway, C Street and First Street was used by him as a brick yard. The section where the station now stands contained a deep strata of the best brick clay that could be found.

After Mr. Gerrish retired from the brick business the land was sold, and later a wooden building was erected on the site now occupied by the station. This in time disappeared, and a brick structure took its place. The building was erected for a fire engine house, and at the rear of the engine room provision was made for the detention of prisoners, while the upper part of the building was used for school purposes.

When the building was finished Perkins No. 16 removed from the Turnpike Road (Dorchester Avenue) and, taking up quarters in the new building, its name was changed to Perkins No. 2. The police officers, of which there were about a dozen to patrol the entire district, had their headquarters at the rear of the engine room.

As the population of the district was continually growing, necessarily the number of patrolmen increased, until finally the quarters provided became entirely inadequate. About 1870 the building underwent

a thorough overhauling, Perkins No. 2 changing its name and location, and the entire building was taken by the police. It was remodelled and fitted up in a manner that answered all the purposes to which it was to be put. It was then used until, having become inadequate once more, it was necessary to make more changes and additions, and in 1879 this was done.



POLICE STATION 6.
West Broadway.

The city at that time appropriated \$20,000 for the work, and it began September 15, 1879, and finished in March of the following year. While the changes were being made the courthouse was used as a temporary station, and though it took considerable time to make the changes that had been contemplated, it was a model station house when finished.

It was at this time that the present cell room adjoining the station was built and the three tiers of cells constructed. A rear entrance in the form of an open court was also provided, which admitted the van within the cell room, and prisoners were then taken out by the rear of the station rather than the front.



LIEUT. WILLIAM FOTTLER.



CAPT. DENNIS DONOVAN.



LIEUT. FREDERICK J. SMITH.

When completed, the structure presented practically the same appearance as it does today, being of brick, with granite trimmings, three stories high above a basement. In the latter, besides the boiler

room and kitchen, was a lounging room for the officers, while the main floor contained the main office, captain's office, guard room and cell room, the upper floors having sleeping rooms for the officers and men.

Since the introduction of the signal boxes and patrol wagons another addition has been made to the building, which brings it to the street line of Athens Street, at the rear. This addition is of brick, and is used as a stable for the horses and patrol wagon.

With the introduction of the police ambulance in 1899, this building underwent extensive alterations in order to provide necessary room, and it has been kept here since that time.

There are at present at this station, including the superior officers, 64 men. The station is in charge of Capt. John T. O'Lalor, assisted by Lieut. William Fottler, Lieut. Frederick J. Smith, Sergt. James E. Sanford, Sergt. Henry Hazlett and Sergt. D. J. Sweeney.

The following is a list of past captains of Station 6: Capt. John L. Philbrick, May 26, 1854, to September, 1854; Capt. Thomas M. Smith, September, 1854, to March 19, 1855; Capt. James D. Russell, March 19, 1855, to May 8, 1856; Capt. Robert Taylor, May 8, 1856, to December 14, 1866; Capt. Henry T. Dyer, December 17, 1866, to about 1876, the time of his resignation, owing to the talk created by the Jesse Pomeroy case. Capt. Graves was his successor, remaining until October 21, 1878, when Capt. Paul J. Vinal was assigned to the station. He remained until October 31, 1885. He was succeeded by Capt. Benjamin P. Eldridge, who remained until the appointment of Capt. James Coulter, July 12, 1888. Capt. Martin L. White succeeded him December 9, 1890, to November 7, 1891. Capt. James Lambert followed, November, 1891, to January 5, 1893. The remainder were Capt. Ira Foster, January, 1893, to August 26, 1893; Capt. George Wyman, August 26, 1893, to August 30, 1894; Capt. Frederick Hoffman, August 30, 1894, to March 1, 1898; Capt. Dennis Donovan, March 1, 1898, to Sept. 3, 1901; Capt. John T. O'Lalor, Sept. 3, 1901, to date.

Capt. Dennis Donovan was born in Ireland Nov. 20, 1844, and came to this country when quite young, and, up to the time of his entrance into the police department, he worked in a machine shop in Charlestown. He was appointed on the force June 19, 1877, and was assigned to Station 15, in Charlestown. Promoted to a sergeancy Feb. 16, 1888, seven months later he was assigned to special duty as drillmaster for the department, with an office at headquarters. He was made a lieutenant Jan. 5, 1893, still remaining at headquarters, acting as assistant to Deputy Superintendent Burrill and also continuing as drillmaster. He was appointed a captain July 9, 1894, and was assigned to Station 2. March 1, 1898, he was transferred to Station 6, where he remained until Sept. 3, 1901, when he was sent to headquarters. He has remained as drillmaster to the department since

September 1888, almost 15 years, his duties being to drill recruits, and, previous to the processions of the department, he drills the entire force.

Lieut. Frederick J. Smith was born in Boston Sept. 30, 1857, and is a son of John F. and Mary J. Smith. He received his education in the public schools, graduating from the Eliot School, July 3, 1872. In May, 1875, he moved to South Boston, where he resided until Sept. 24, 1894, when he moved to 175 Union Street, Brighton, his present home. He was appointed on the police force June 16, 1882, and assigned to Station 6. Jan. 5, 1893, he was promoted to sergeant and assigned to Station 12. He was transferred to Station 1, Aug. 30, 1894, and to Station 5, March 1, 1898. He was promoted to the rank of lieutenant March 20, 1889, and assigned to Station 6. Lieutenant Smith is married and has three children, Frederick W., 17 years; Henry J., two years, and Mary C., nine months. He is a member of the Boston Police Relief Association and City Point Lodge, Knights of Honor.

Lieut. William Fottler was born in Somerville Feb. 10, 1846. He moved to West Roxbury in 1852, where he was educated in the Central School, now known as the Agassiz. He engaged in farming and the provision business for a few years and was appointed on the West Roxbury police force Jan. 5, 1871. When West Roxbury was annexed he became a member of the Boston force and July 12, 1877, was promoted to sergeant. In 1875 he was sworn in as a member of the Dedham force doing duty June 24 and 25. Jan. 5, 1893, the 22d anniversary of his entering the police department, he was promoted to lieutenant and was assigned to Station 15. He remained at this station until August, 1899, when he was transferred to Station 6, where he has been since. January 5, 1901, marked the close of his 30 years consecutive service as a police officer and official. Lieutenant Fottler is married and his home is in Charlestown.

STATION 12. — Owing to the rapid settlement of South Boston, it gradually became evident that another police station would soon be necessary nearer the City Point section, for the beaches and various attractions in that vicinity were constantly drawing large crowds of people, and being so distant from Station 6, it was very inconvenient as well as difficult, to give the place proper attention. Accordingly the present site was purchased in 1873, costing \$5,431.25, and the station was erected at an additional cost of \$35,871.58. The lot has a frontage of 60 feet on East Fourth Street and a depth of 100 feet.

The building was built from plans similar to those of Station 9, the structure being of brick, three stories high above a basement, in which is the boiler room and recreation room, while the rest of the basement is occupied by cells.

On the floor above is the main office, the captain's room, guard room, kitchen and toilet room. The other two floors contain sleeping

rooms for the superior officers and large, airy dormitories for the men. The site is enclosed by a brick wall about six feet high, with the excep-



POLICE STATION 12.
East Fourth Street.



CAPT. OTIS F. KIMBALL.

tion of the street line, a fancy iron fence answering the purpose instead.

When the new building was completed, thirty men, rank and file, were sent to the new police district, which included all of the territory east of Dorchester Street, and as far as the Dorchester line. Capt. E. H. Goodwin had charge of the new station, assisted by Lieuts. C. P. Elliott and D. W. Herrick and Sergts. J. W. Glynn, Geo. W. Hathaway and James H. Lambert.

The station went into commission on Monday, May 11, 1874, and the first arrest was made by Patrolman Charles H. Tighe, who is at present a sergeant at this station. He is the only man of the original number there at present, having been sent to Station 12 less than a year ago, after several years' work at various other stations. Patrolman Michael W. O'Brien, recently retired, was one of the first at this station.

Capt. Otis Freeman Kimball, son of Wills and Rebecca G. Kimball, was born in Lebanon, New Hampshire, Feb. 7, 1856, and received his early education there. He came to Boston in 1872 and secured a position with a large grocery house as a clerk. Later he took up the trade of cabinet maker. In 1884 he married Miss Ella F. Cook. Captain Kimball was appointed a patrolman Nov. 27, 1878, and was assigned to Station 1. Feb. 16, 1888, he was promoted to a sergeancy and was assigned to Station 2. He remained there until Jan. 5, 1893,

when he was promoted to the position of lieutenant and assigned to Station 15. He was transferred from Station 15 to Station 2, Aug. 26, 1893, and from there was transferred to Station 4, Aug. 27, 1894. Aug. 30, 1899, he was transferred to Station 1, and from here he was



SERGT. JAMES F. HICKEY.



SERGT. THOMAS F. BUSBY.



SERGT. JAMES E. O'BRIEN.

promoted to captain and assigned to Station 12, Sept. 3, 1891. He is a member of Columbian Lodge, F. & A. M., Norfolk Lodge, I. O. O. F. He resides at No. 78 Kernwood Street, Dorchester.

Sergt. James E. O'Brien was born in South Boston, December 12, 1864, and is a son of Richard and Mary O'Brien. He was educated in the public schools of this district and upon concluding his studies entered the employ of Dodge, Haley & Co., hardware dealers on Franklin Street, as a clerk, where he remained for several years. He was appointed on the police force, December 12, 1888, and was assigned to Station 6, where he remained until April 2, 1899, when he was promoted to the rank of sergeant and assigned to Station 13. He remained there until December 24, 1900, when he was assigned to Station 12. Sergeant O'Brien is married and resides at 632 East Third Street. He has two children, Katherine, three years, and Richard, six months. He is a member of the Boston Relief Association and of Winthrop Council, Royal Arcanum.

Sergt. Thomas F. Busby was born in Pictou, Nova Scotia, May 14, 1865. When three years old he came to South Boston with his parents and received his early education in the Bigelow and Lawrence Grammar Schools. After finishing his studies he learned the trade of wood worker and for several years worked at this trade. May 14, 1889, he was appointed on the Boston police force and was assigned to Station 10. He remained there until August, 1894, when he was transferred to Station 4. He was promoted to the rank of sergeant, February 16, 1899, and was assigned to Station 12. He remained at

Station 12 until December 21, 1901, when he was transferred to Station 13. He resides at 111 Sheridan Street, Jamaica Plain.

Sergt. James F. Hickey is a son of Margaret M. and the late James Hickey. He was born in Boston April 17, 1861, and received his education in the Lyman and Quincy Schools. After finishing his studies he became an engineer and was engaged in that work when he was appointed on the force, Sept. 12, 1885. He was assigned to Station 3 and remained there until promoted to the rank of sergeant, Nov. 20, 1899, when he was assigned to Station 4. He was transferred to Station 12, August 13, 1900, where he remained until July 29, 1901, when he was transferred to Station 13. Sergeant Hickey is single and resides with his mother at 144 Saratoga Street, East Boston.

There are at present at this station, including the superior officers, 55 men. The station is in charge of Capt. Otis F. Kimball, assisted by Lieut. Hiram F. Rich, Lieut. William J. Burnett, Sergt. Charles H. Tighe, Sergt. James J. Walkins and Sergt. George H. Guard.

The following is a list of past captains of Station 12: Capt. Elisha H. Goodwin, May 11, 1874, to January 5, 1893, when he was retired; Capt. James H. Lambert, January 5, 1893, to June 9, 1893, died; Capt. Philip Warren, promoted, and sent to Station 12, June 24, 1893, to November 13, 1893; Capt. Geo. W. Wescott, November 13, 1893, to August 30, 1894; Capt. George Walker, August 30, 1894, to January 20, 1899, died. Lieut. John J. Hanley was promoted to captain and sent to Station 12, March 20, 1899, remaining until December 22, 1899; Capt. Henry Dawson, December 22, 1899, to September 3, 1901, and Lieut. Otis F. Kimball, promoted to captain and sent to Station 12, September 3, 1901.

CHAPTER XIII.

THE FIRE DEPARTMENT.

Origin of Boston's fire department — First engine constructed in this country — Nothing done to protect South Boston until 1814, ten years after its annexation — Gunpowder stored in Fort Strong, South Boston — Establishment of a fire department in 1825 — Steam fire engines introduced 1859 — Gradual additions made to South Boston's equipment — What the present equipment consists of — Chiefs.

A BRIEF outline of the organization and growth of Boston's model fire department is very necessary in order that the reader may know of the events that led to South Boston acquiring its present excellent equipment.

Joseph Jinks constructed a water engine, March 1, 1654, the first to be used in Boston, and it was manned by whoever happened to be present when it was needed. It was not until 1677 that the town voted to purchase an engine, which was bought in England. In 1678 the first company was organized, comprising Thomas Atkins, who was in charge, Obediah Gill, John Raynesford, John Barnard, Thomas Eldridge, Arthur Smith, John Mills, Caleb Rawlings, John Wakefield, Samuel Greenwood, Edward Mortimer, Thomas Barnard, and George Robinson. In 1679 there were several incendiary fires, resulting in the destruction of about 80 structures. Two persons were caught and charged with the crime and were commanded to depart from the town, never to return. During this year the town watch was established, the town divided into quarters, and each quarter into two wards, and it was the duty of the watch to be vigilant and give prompt alarm in case of fire.

What might be called the first organization of a fire department was October 31, 1711, when fire wards were established with a man in each ward, whose duty it was to take supervision in case of a fire in his ward, and who was empowered to call upon citizens to aid in extinguishing fires, refusal to obey being punishable. There were ten wards in all, in charge of Capt. John Ballentine, Capt. Timothy Clark, Capt. Edward Winslow, Capt. Edward Martyn, Stephen Minot, Samuel Greenwood, John Greenough, J. Pollard, Thomas Lee and William Lowder.

A fire society was organized seven years later "for mutual aid in case it should please Almighty God to permit the breaking out of fire in Boston where we live."

Up to March, 1740, those who acted as firemen received no remuneration whatsoever. At this time, in order to stimulate the fire

companies, a recompense of five pounds was offered to the company getting the first stream upon a burning building. This certainly enlivened the members, for it appears that in order to aid them to secure the first stream, many carried enough water in the engines to enable them to throw a stream immediately upon their arrival. A stop was put to this, however, by an order barring such companies from receiving the money offered, as the engines were liable to be made useless through the freezing of this water.

In 1765, David Wheeler, a former foreman of Engine No. 8, introduced an engine complete in every detail, at far less cost than those purchased in England, and, on being tested, it proved to be equally as good. The first hydrant was put in by Mr. Porter, Nov. 12, 1800, at Dover and Washington Streets.

Various improvements were made in the department before 1804, when South Boston was annexed to Boston, and there had been several disastrous fires in various parts of the city. Nothing was done toward protecting South Boston until 1814, when, on April 27, old Engine No. 2 was located near the Phoenix glass works, West First and B Streets.

Previous to this there had been considerable legislation regarding the keeping and storing of gunpowder, and in 1816 another order was issued to the effect that those licensed to keep it in their stores could do so six hours a day and that then it must be removed to Fort Strong, South Boston, at the risk of the owner.

A petition was presented by the people of South Boston, March 21, 1821, asking that an engine be located in the south-westerly part of the district, but the reply was unfavorable. In April, 1823, however, three fire wards were chosen from each ward and South Boston selected John D. Williams, Noah Brooks and Samuel S. Wheeler.

Mr. Brooks was a resident of South Boston and he immediately set to work to procure an engine. About this time, however, a dispute arose regarding the payment of the companies and many resigned. This difficulty was eliminated in a short time, and then, through the efforts of Mr. Brooks, and through a petition presented by the people, a Hunneman engine was built and placed in a house beside the Hawes School, with Alpheus Stetson in charge.

This engine was known as Mazeppa 17 and was in charge of Alpheus Stetson, captain; E. French, clerk, and 26 men. This engine did excellent service at the fire in the Phoenix glass works, owned by Thomas Cains, which occurred March 28, 1824, and which is supposed to have been the first big fire in South Boston.

In the meantime, April 10, 1823, Noah Brooks was succeeded by Cyrus Alger, and the following year Artimus Simons succeeded Cyrus Alger.

A bill establishing a fire department was passed June 18, 1825, and though there had been considerable opposition to it, the department

was organized the following December. This same year Charles Dudley became captain of Mazeppa 17, and remained until Jan. 9, 1826, when he was succeeded by Richard Lock.

A new house was ordered built for Mazeppa 17, Jan. 6, 1829, and it was completed on April 1 of that year, and when finished a new engine with suction hose was provided. Three years later permission was granted this company to respond to fires in Dorchester.

In 1837 Perkins No. 16 was located in a building on Turnpike Road (Dorchester Avenue), and remained there until the erection of a building on the present site of Station No. 6, Broadway, which was constructed with a view to giving accommodations for the engine, a place of detention for prisoners, and an armory on the second floor, which was occupied for a time by the Mechanic Greys and was afterward used for school purposes. When Perkins 16 went to its new quarters it was named Perkins No. 2.

In 1849 another engine was ordered for South Boston Point. No house, however, was provided for it, and, after being in waiting for a year, it was finally sold. In 1851 there were located, in all, 161 hydrants in South Boston. In this same year the appropriation for the fire alarm telegraph was secured.

The following year, 1852, there were many changes in the department and many companies were reorganized, among them being Mazeppa 17, which became known as Mazeppa No. 1, with Elijah H. Goodwin, captain; H. A. Bowles, assistant, and Alpheus Gleason, clerk.

In 1855 Mazeppa 1 went out of commission and a new engine was provided to take its place. Three years later a new engine house was built on East Fourth Street, between K and L Streets, and Engine No. 14 was located there, being named Spinney, after Alderman Spinney. A new company was organized with J. Chambers, captain; S. S. Lord, junior assistant, and G. W. Bail, clerk.

The biggest change in the department occurred in 1859, when steam fire engines were introduced. Engine No. 1 took old Mazeppa's place Dec. 19 of that year, in charge of the following company: Captain William H. Cummings; Engineer A. H. Perry; Driver Amos Cummings; Firemen C. W. Cheney, Daniel Hallett, Robert Henderson, Appleton Lathe, N. H. Tirrell, and George O. Twiss. Horse hose companies were introduced the following year and a new house was constructed on B Street, between Broadway and Athens Street, in which was located Hose 9.

Between 1861 and 1868 the names of the various companies were discontinued and they were known simply by numbers. In the latter year, however, the names were again adopted. September 17, of this year, Spinney 14 became Spinney 2, and the company was reorganized with James Chambers, captain; Daniel Weston, engineman; J. B.

Gault, fireman ; Moses A. Jones, driver ; George W. Bail, E. H. Goodwin, J. B. Lord, Wm. Rand, and David Smith, hosemen. June 28, 1861, a house was finished on Dorchester Street, for a hand hose company, known as Bradlee No. 10.

The building occupied by Engine 1, at Dorchester and Fourth Streets, was erected in 1868, and, as this was the year when names were again adopted, Engine 1 took the name of its predecessor the hand machine, which was known as Mazeppa 1. March 16, of this same year, districts were assigned the fire engineers.

In 1872, sixty-eight years after the annexation of South Boston to Boston, the equipment in South Boston was as follows :

Mazeppa, Steam Fire Engine No. 1. House, Dorchester and West Fourth Streets. Engine built by Boston Locomotive Works. Organized Dec. 19, 1859. Weight of engine, including hose carriage and 300 feet of hose as drawn to fires, 10,500 pounds. Capacity, 550 gallons per minute.

S. R. Spinney, Steam Fire Engine No. 2. House, East Fourth Street, between K and L Streets. Engine built by Amoskeag Manufacturing Company, Manchester, N. H. Organized Sept. 17, 1860. Put into service August, 1860. Weight of engine, including 350 feet of hose as drawn to fires, 7,700 pounds. Capacity, 400 gallons per minute.

Walter E. Hawes, Steam Fire Engine No. 15. House, Fourth Street, near Dorchester Street. Engine built by Amoskeag Manufacturing Company, Manchester, N. H. Organized and put into service December, 1869. Weight of engine, with hose carriage and 500 feet of hose as drawn to fires, 8,500 pounds. Capacity, 500 gallons per minute.

Lawrence, Hose Carriage No. 9. House, B and Athens Streets. Carriage built by Brigham, Mitchell & Co. Organized and put into service Nov. 1, 1860. Weight of carriage, including 500 feet of 2 1-2 inch hose and driver, as drawn to fires, 2,120 pounds.

Bradlee, Hose Carriage No. 10. House, Dorchester Street, Washington Village. Carriage built by Amoskeag Manufacturing Company, Manchester, N. H. Organized and put into service March 1, 1868. Weight of carriage, including 1,000 feet of 2 1-2 inch hose and driver, as drawn to fires, 2,500 pounds.

Hancock, Hook and Ladder No. 5. House, Fourth Street, near Dorchester Street. Carriage built by Messrs. Hunneman & Co. Organized and put into service March 3, 1870. Weight of carriage, including its equipment of 16 ladders, 2 fire hooks, 5 crotch-poles, 4 axes, 4 rakes, 4 guy-ropes, 6 ladder-dogs, 2 hammers and 2 lanterns, 5,500 pounds.

A new engine took Mazeppa 1's place Sept. 17, 1872, and the following year a new engine house was finished at Broadway and Dorchester Avenue, and Walter E. Hawes No. 15 was removed from Hancock

Hook and Ladder No. 5's house, on Fourth Street, to the new structure. It was in this year, also, that the first fire boat, the William M. Flanders, was added to the department.



CHEMICAL 8
B and Athens Streets



HOOK AND LADDER 5.
West Fourth Street, near Dorchester Street.

The most important event of the year 1873 was the establishing of a new fire department, through an act of the City Council Oct. 13, with Timothy T. Sawyer, Alfred P. Rockwell and David Chamberlin, com-



ENGINE 43.
Andrew Square.



ENGINE 15.
Broadway and Dorchester Avenue.

missioners; William A. Green, chief engineer; Joseph Dunbar, John Bartlett, Wm. H. Cunningham, Samuel Abbott, Jr., John W. Regan, George Brown, George C. Fernald, John Colligan, James Monroe, J. Foster Hewins, assistant engineers, and in charge of districts in the

order named, George Brown being in charge of District 6, which included "all that part of Boston known as South Boston."

The building now at the corner of Fourth and O Streets was constructed during 1873, and Hose Company No. 12 was organized, consisting of nine men, in charge of John Brown, and both hose carriage and company went into commission at the same time.

During 1874-75 various improvements were made in the department, and the reports for those years show that some excellent work was performed. In 1876 the stalls for the horses were re-arranged, so that the animals could take their places at the apparatus by passing through the front of the stall, through swinging doors that opened by pulling a lever. In this way the horses did not have to back out and turn about, thereby saving some time. In this year the aerial ladder was introduced and a "self propeller" engine, which had a trial the previous year, proved to be a success. The Protective Department, which was organized and went into commission in 1875, received favorable mention, as did also the repair shop also started in 1875.

In 1877 an engine house was erected in Brighton, one on Mt. Vernon Street, Roxbury, and another at Egleston Square. The following year relief valves for shutting off the hose, without notifying the engineer, were introduced. Various improvements were made the succeeding year. In 1880 the bill for pensioning firemen was passed. In this year a serious fire occurred at 128 Gold Street, a house occupied by four families. Seven persons lost their lives.

The sliding pole, now in use in all the houses in the department, was introduced in 1881. In this year the Board decided that it would be too expensive to make all call companies permanent, as it would cost \$157,580. In place of this it was favorable to making the companies of South Boston, East Boston, Roxbury and Charlestown permanent, which could be done at a cost of less than \$20,000.

In 1882 Hose No. 12's house on East Fourth Street was fitted up as an engine house, and it then became Engine No. 2's quarters, and Hose No. 12 moved into Engine No. 2's old quarters, after they had been fitted up for such accommodation. Several of the houses were equipped with swinging harness, during that year, and the order compelling all companies to report on the floor at all alarms, also went into effect. A Greenleaf water tower was added to the department that year.

Hose wagons were introduced in 1883, and by the following year had so demonstrated their superiority over the hose carriages that a large number were added to the department. In 1885, Engine 2 and Ladder 5 were made permanent, and both houses underwent thorough repairs. In 1886 there were 33 fire-alarm boxes in South Boston. There were five fire bells in the district, as follows: Engine 1, composition, weight 2,911; Engine 2, composition, weight 800; Lawrence

School, steel, weight 3,400 ; Lincoln School, composition, weight 3,110 ; Ticknor School, steel, weight 2,995. All of these bells are still owned by the city, but at present are not in use, having been disconnected several years ago.



ENGINE 2.
East Fourth and O Streets.



ENGINE 38-39.
Congress Street.

The office of fire marshal originated in 1887, and the patrol system was inaugurated that year. During January, 1888, there were 75 bell alarms, the largest number for a month in the history of the department. Chemical No. 8 went into commission that year.



COMBINATION TRUCK 4.
East Fourth St., near L Street.



ENGINE 1.
Dorchester Street.



HORSELESS ENGINE 38.
Congress Street.

In 1889 it was again urged that the South Boston companies be made permanent. An appropriation of \$510,000 was granted that year to be expended in enlarging the department, which included the

erection of quarters for Engine 38-39 on Congress Street, and Engine No. 43 and Combination No. 3 in Andrew Square, including apparatus and equipment, besides \$165,000 for a fire-proof headquarters. The following year work began on the Congress Street house. Pompiers ladders were supplied to some of the hose wagons, and three-horse hitches were introduced that year.

Work on the Congress Street house continued during 1891 and in 1892 the double company went into commission. Work progressed on the house in Andrew Square. The site on Bristol Street was secured for fire department headquarters that year. Combination No. 2 took old Hose No. 12's house in May, 1893. That same year the new building in Andrew Square was completed, and, March 3, the company went into commission. A request for a new ladder house for South Boston was made that year.

A wrecking wagon for the department was secured in 1894 and that same year \$50,000 was appropriated for the construction of a new fire-boat. In 1895-96 no important changes or improvements were made. In 1897 the horseless engine, known as Propeller No. 38, took the place of Engine 38 at Congress Street and has been in use since that time.

The need of a ladder company in the vicinity of Congress Street was again urged in 1898, as many large buildings had been erected in that vicinity. A fuel house was established in old Hose No. 10 house on Dorchester Street and Combination No. 3 was installed in the house in Andrew Square that year. In 1899, an appropriation having been secured, plans were drawn for the new ladder house and a site secured on Pittsburgh Street for it. During 1900 and 1901 there were no important changes, with the exception of fitting engines and hose wagons with rubber tires. Electrical hose connections, by which hose-men can notify the engineer when to turn on and shut off water, were introduced at that time.

The names of district chiefs of South Boston (District 6) have been as follows: Thomas B. Warren, 1838 to 1840; John Green, Jr., 1840 to 1847; Brewster Reynolds, 1847 to 1849; John Davis, 1849 to 1851; James Wood 1851 to 1852; George G. Thom 1852 to 1856; George F. Hibbard, 1856 to 1859; George Brown, 1859 to 1882; S. P. Abbott, 1882 to 1885; John A. Mullen, 1885 to 1901; Edwin A. Perkins, 1901 to date.

The South Boston companies are in charge of the following officers: Combination No. 3, Lieutenant Michael Norton; Combination No. 2, Lieutenant John H. Murphy; Chemical No. 8, Lieutenant Thomas J. Muldoon; Engine No. 1, Captain Charles Ingersoll; Engine No. 2, Captain John H. Ewers; Engine No. 15, Captain Charles P. Smith; Engine No. 38-39, Captain Stephen J. Ryder; Engine No. 43, Captain William Coulter; Ladder No. 5, Captain Edward D. Locke.

The present equipment of District No. 6 (South Boston) is as follows:—

	PUT IN SERVICE.
Combination No. 3 (Truck), Andrew Square, Chemical and Ladder,	January, 1898
Combination No. 2 (Wagon), East Fourth Street, Chemical and Hose,	May, 1893
Chemical No. 8, B Street,	October 27, 1887
Engine No. 1, Dorchester Street,	April 1, 1890
Engine No. 2, East Fourth and O Streets,	November, 1890
Engine No. 15, Dorchester Avenue and Broadway,	February, 1893
Engine No. 38 (Self-Propeller), Congress Street,	June, 1897
Engine No. 39, Congress Street,	June 14, 1901
Engine No. 43, Andrew Square,	March 3, 1893
Ladder No. 5, West Fourth Street, near Dorchester Street,	March 3, 1870
Ladder No. 18, Pittsburgh Street,	

There are six horse hose-wagons in the district, one for each engine house.



ASST. CHIEF JOHN A. MULLEN, B. F. D.



DISTRICT CHIEF EDWIN A. PERKINS.

Assistant Chief John A. Mullen, of the Boston Fire Department, was born in South Boston, June 2, 1850, and is a son of Michael and Bridget Mullen. He was educated in the public schools of his native place and later learned the trade of iron moulder. June 12, 1874, he was appointed a member of the fire department and was assigned to Engine 15, and Aug. 9, 1876, he was assigned to Engine 23. He was promoted to captain of Engine 15, Aug. 8, 1881, and was made chief of District 6 (South Boston), Aug. 20, 1885. He was promoted to second assistant chief of the department, Nov. 12, 1897, and March 29, 1901, was promoted to his present rank, that of assistant chief, with headquarters on Mason Street. Chief Mullen married Miss Ellen M. Burke, March 4, 1878, and they have five children, William L., John A., Mary J., Helena and Gertrude. He is a member of the Firemen's Charitable Association, Firemen's Mutual Insurance Association, South Boston Council, K. of C., Ancient Order of United

Workmen and the Improved Order of Heptasophs. He resides at 476 East Fourth Street.

District Chief Edwin A. Perkins of the 6th district, B. F. D., is a son of Samuel P. and Annie R. Perkins, and was born May 11, 1855, at Belmont, N. H. He came to Boston in 1863 and was educated in the public schools, after which he learned the trade of carpenter. He entered the fire department and was assigned to Engine 21, in May, 1875. In December, 1880, he was transferred to Engine 10, and two years later was promoted to the rank of lieutenant. In 1887 he was promoted to the rank of captain and assigned to Ladder 5. For fourteen years he was in charge of that piece of apparatus, when in March, 1901, he was promoted to fill the vacancy caused by the promotion of District Chief John A. Mullen, and has since been chief of District 6. Chief Perkins is married, his wife formerly being Miss Mabel D. Dutton. They have one son, Alfred E. Perkins. Chief Perkins is a member of the Boston Firemen's Relief Association, Firemen's Charitable Association, and the New England Order of Protection. He resides at 93 Bird Street, Dorchester.

CHAPTER XIV.

INDUSTRIES AND OCCUPATIONS.

Former Industrial Activity—Reasons for the removal of manufactories and mills—Indications of a return of business enterprises and prospects of increased prosperity—New buildings on the Commonwealth Lands—More local pride—Growing tendency of citizens to trade in their own community—New and enlarged stores—Business in 1901—Classified occupations of the people in 1895—Leading business and mercantile establishments.

ONCE the scene and centre of busy thrift and industry, second to no other section in the entire United States, South Boston gradually lost its factories and mills, ship yards and iron works, until, during the closing quarter of the 19th century, there was only a semblance of the former activity. The increased cost of freight and coal was largely responsible for this change, and the iron works and large factories either went out of existence or removed to states where coal could be secured at a cheaper price.

The district, however, seems to be, now, in the year 1901, the opening of the 20th century, on the very eve of another period of industrial importance, and many are the indications that in a few years certain sections of South Boston will be transformed into buildings wherein again may be heard the clang of the hammer, and workmen and workingwomen will be busy at the bench or in the shop. Remarkable changes have already taken place on the made land, between Fort Point Channel and the Reserved Channel, known as the Commonwealth Lands. This filling in was accomplished after a quarter of a century of work, flats reclaimed from tide-water comprising more than 200 acres. Much of this territory has been sold, by the Commonwealth, to large manufacturing firms and corporations, and already there are nearly a dozen large buildings occupied by busy manufacturing concerns. An immense candy factory, three big concerns combined in the manufacture of all varieties of toothsome luxuries, has just been completed, and numerous other large establishments are projected.

In other sections of South Boston, also, buildings, for manufacturing purposes, are being erected and it is probable that certain sections of South Boston will be largely occupied by such industries, while elsewhere will be strictly residential communities and, as usual, the principal thoroughfares, such as West and a portion of East Broadway, Dorchester Street and a few other streets will contain large stores and mercantile establishments.

Business in the marts of trade has improved in recent years and there seems to be a stronger and a growing indication of the people to

trade at home. At one time many believed it was impossible to secure the best goods anywhere excepting in the large stores in the city proper, but the confidence of the storekeepers, shown by the enlarging of their establishments, the erection of new buildings and the increase in the number of stores, has increased the confidence of the people. All these are said to be paying fairly good profits and with the tendency of the people still growing toward the policy of spending money in their own community there are bright and prosperous times assured for South Boston. There are many evidences of the fact that the citizens realize more and more that a dollar spent in their own district means so much more benefit for that community.

The stores of South Boston sell almost everything that is purchasable from a paper of pins to a ton of coal, or any much larger commodity. The prices are everywhere reasonable and no greater than have to be paid for similar articles elsewhere.

An idea of the mercantile and industrial situation in the district may be obtained from the following statistics. The first group indicates the number of establishments in South Boston in each class of the leading trades in 1901, and the second group (taken from the 1895 census) indicates the occupations of all the people.

BUSINESS OF 1901.

Apothecaries.....	25	Hardware Dealers.....	6
Auctioneers.....	7	Harness Makers.....	7
Bakers.....	64	Hatters.....	3
Blacksmiths.....	10	Horse Shoers.....	13
Boat and Yacht Builders.....	2	Jewelers and Watch Makers.....	7
Boots and Shoes (retail).....	18	Kitchen Furnishing Goods.....	6
Brewers.....	4	Liquor Dealers (retail).....	83
Carpenters and Builders.....	30	Machinists.....	12
Carriage Builders.....	4	Masons, Colorers and Whiteners.....	9
Cigars and Tobacco.....	12	Milk Dealers.....	14
Clothing (retail).....	7	Milliners.....	24
Coal and Wood (retail).....	14	Painters.....	24
Confectioners.....	14	Paper Hangers.....	5
Dressmakers.....	30	Photographers.....	4
Dry Goods (retail).....	22	Plumbers.....	8
Fancy Goods.....	8	Printers.....	3
Fish Dealers (retail).....	11	Provision Dealers.....	34
Florists.....	8	Roofers.....	6
Fruit Dealers.....	10	Stable Keepers.....	18
Furniture Dealers.....	15	Stoves, Ranges, Etc.....	5
Gas Fitters.....	3	Tailors.....	33
Grocers.....	182	Upholsterers.....	7
Hairdressers.....	86	Variety Stores.....	83

CLASSIFIED OCCUPATIONS.

Comprising professions, trades or branches of business upon which South Boston people chiefly depend for support.

(Taken from the Census of Massachusetts of 1895, prepared under the direction of Horace G. Wadlin, Chief of the Bureau of Statistics of Labor.)

Division of Classes.	POPULATION.	Total.	Male.	Female
		67,913	33,850	34,063

CLASSIFIED OCCUPATIONS — *Continued.*

Division of Classes.	Total.	Male.	Female.
GOVERNMENT EMPLOY.			
National.....	751	695	56
State.....	176	176	
City.....	66	24	42
Army.....	499	485	14
Navy.....	1	1	
	9	9	
PROFESSIONAL.			
Religion.....	726	405	321
Law.....	90	52	38
Medicine.....	29	25	4
Literature.....	90	83	7
Art.....	45	31	14
Music.....	42	35	7
Amusements.....	85	47	38
Education.....	51	44	7
Science.....	225	19	206
	69	69	
DOMESTIC SERVICE.			
Boarding and Lodging.....	16,534	289	16,245
Domestic Service (families).....	554	211	343
Housewives and Housework.....	935	78	857
	15,045		15,045
PERSONAL SERVICE.			
(Such as clerks to professional men, nurses, matrons, janitors, washerwomen, etc.)			
	1,683	978	705
TRADES.			
Merchants and Dealers.....	5,678	4,130	1,548
Salesmen and Saleswomen.....	1,025	914	111
Accountants, Clerks, etc.....	1,598	1,005	593
Agents, Bankers, Brokers, etc.,.....	1,798	1,165	633
Messengers, Porters, etc.....	284	280	4
	973	766	207
TRANSPORTATION.			
Carriers on Roads.....	3,676	3,661	15
Carriers on Steam Railroads.....	2,751	2,747	4
Carriers on Seas and Rivers.....	773	762	11
	152	152	
MANUFACTURES.			
(Including 32 leading industries.)			
Artisans' Tools.....	10,648	7,682	2,966
Boots and Shoes.....	41	41	
Boxes (paper and wooden).....	528	353	175
Brick, Tiles and Sewer Pipe.....	90	13	77
Brooms, Brushes and Mops.....	41	41	
Building.....	68	33	35
Buttons and Dress Trimmings.....	1,864	1,864	
Carriages and Wagons.....	88	7	81
Clocks, Watches and Jewelry.....	146	146	
Clothing.....	35	29	6
Cotton Goods.....	2,001	489	1,512
	68	17	51

CLASSIFIED OCCUPATIONS — *Concluded.*MANUFACTURERS — *Concluded.*

Division of Classes.	Total.	Male.	Female.
Drugs and Medicines	8	4	4
Electrical Apparatus and Appliances	218	144	74
Food Preparations	309	274	35
Furniture	250	228	22
Gas and Residual Products	25	25	
Glass	66	64	2
Leather	90	73	17
Liquors: malt, distilled and fermented	86	84	2
Lumber	17	17	
Machines and Machinery	809	808	1
Metals and Metallic Goods	1,007	989	18
Musical Instruments and Materials	166	166	
Photographs and Materials	33	29	4
Printing, Publishing and Bookbinding	1,130	694	436
Rubber and Elastic Goods	112	39	73
Saddlery and Harnesses	46	44	2
Shipbuilding	96	96	
Stone	125	125	
Tobacco, Snuff and Cigars	215	166	49
Wooden Goods	318	317	1
Woollen Goods	34	14	20

LABORERS.

	3,206	3,202	4
Agriculture	37	37	
Manufactures	791	791	
All others	2,378	2,374	4

CHILDREN AT WORK.

(Children of ages 10 to 14, both inclusive, who both work and go to school, or who work only.)

	113	71	42
SCHOLARS.			
	12,400	6,127	6,273
Public Schools	11,256	6,060	5,196
Private Schools	1,144	67	1,077

STUDENTS.

194 141 53

RETIRED.

804 504 300

UNEMPLOYED 12 MONTHS.

421 385 36

AT HOME.

(Children too young to be at school.)

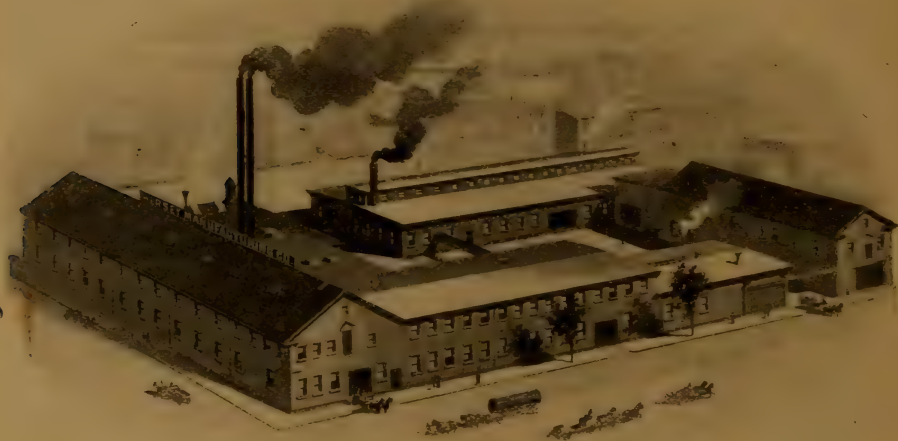
9,098 4,575 4,523

Among the long established and reputable business establishments in South Boston are the following:

THE HERSEY MANUFACTURING COMPANY, corner of E and West Second Streets, is one of the few survivors of the old industries of the district. Although it is nearly fifty years since the works were established, it has had a prosperous existence and is now one of the busiest

and most flourishing companies for the manufacture of machinery in the city. Its works are large and it employs 150 men.

In 1859 Walter E. Hawes and Charles H. Hersey established the firm under the name of Hawes & Hersey, the business being limited to the building of steam engines and general machinery. Six years



HERSEY MANUFACTURING COMPANY.
E and West Second Streets

later Francis C. Hersey, who had been the firm's representative in South America, was admitted to the firm, and the business enlarged. In 1872 Mr. Hawes retired from the business, which was afterward conducted under the name of Hersey Brothers. The business had rapidly increased and manufactured patented machinery, including machines for making granulated cube and block sugars. Since then the establishment has manufactured improved machinery for refining salt, manufacturing soap and for making malt automatically. The manufacture of water meters was begun in 1885, when the Hersey Meter Company was established, and was very successful.

In 1890 a new company was organized, known as the Hersey Manufacturing Company, which took in the meter company and the general business of the Hersey Brothers. The Messrs. Hersey were placed at the head of the new company, with James A. Tilden as general manager and Henry D. Winton as assistant manager. Since 1896 Francis C. Hersey, Jr., has been connected with the company.

The Messrs. Hersey have been well known in South Boston for more than fifty years, and have occupied prominent positions in the city government, and in the banks and railroads.



JENNEY MANUFACTURING COMPANY,
E and West First Streets.

THE JENNEY MANUFACTURING COMPANY, another of the old establishments of South Boston, is still flourishing and prosperous. The officers of the company, Bernard Jenney, president, and Walter Jenney, superintendent, are well known throughout the district, where they are recognized as leading citizens. The treasurer, Edward J. Dillaway, a resident of Malden, and connected with the firm since 1869, is one of the prominent oil merchants of New England, and respected throughout the trade. It is no exaggeration to say that South Boston never had a more loyal or public spirited resident than Bernard Jenney. In the refining of petroleum and the manufacture of burning oils, this company occupies a leading position in the business world,

and it is also distinguished as being one of the very few that were not absorbed by the oil trust.

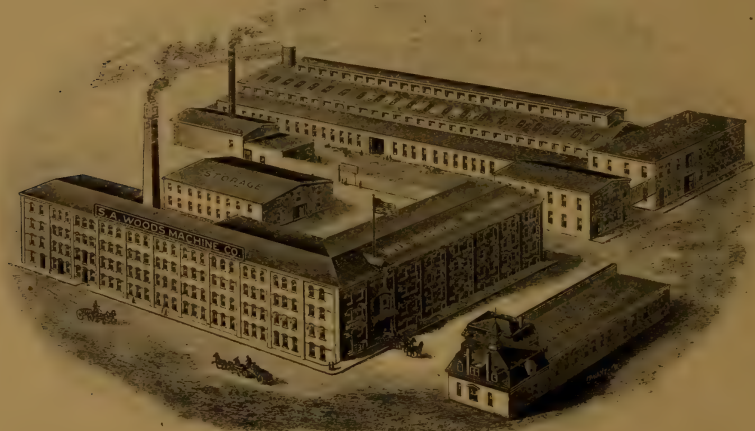
Isaac and Stephen Jenney established the business at 50 State Street in 1812, and the refining of petroleum was begun in 1861, when the business was carried on by Bernard Jenney and his brother, Francis H. Jenney, under the name of Stephen Jenney & Co. In 1884 the Jenney Manufacturing Company was incorporated.

The works of the Jenney Manufacturing Company are located at the corner of E and West First Streets. The oils manufactured here have a world-wide reputation, being of the very highest grade of excellence. The works have a capacity of more than 500 barrels of oil a day.

Bernard Jenney, a native of Boston, has been a resident of South Boston since 1837. Early in his youth he was engaged in the manufacture of chemicals, and afterward of a burning fluid, composed of a mixture of camphene and alcohol. Although never aspiring to public office, Mr. Jenney has been prominent in the affairs of the district, and has a wide acquaintance among its residents.

Walter Jenney is a native of South Boston and was always in the employ of his father. He graduated from the Bigelow and the English High Schools, and continued his education at the Institute of Technology, graduating in the class of 1877.

THE S. A. WOODS MACHINE COMPANY, occupying large buildings on Dorchester Avenue, at the foot of D Street, is another of the old

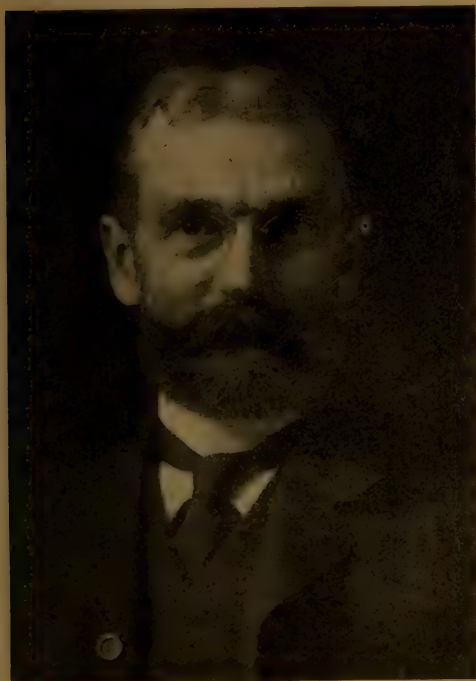


S. A. WOODS MACHINE COMPANY.
Dorchester Avenue, near D Street,

established manufacturing companies, the original business having been started in 1854, on First Street, near E Street, when the firm consisted

of S. A. Woods and Solomon S. Gray, under the name of Gray & Woods. For five years this partnership continued, and from 1859 to 1873 the business was conducted by Mr. Woods. In the latter year the business was incorporated, and has so continued ever since.

In the manufacture of wood working machinery this company has attained a world-wide reputation, and from a small beginning a large establishment has grown.



FRANK F. WOODS.

The company has more than fifty patents for devices and improvements in woodwork machinery and nearly one hundred medals have been awarded by industrial exhibitions. In 1866 the works removed to the present location. The present officers of the corporation are S. A. Woods, president, Frank F. Woods, treasurer and manager.

S. A. Woods, a native of Farmington, Me., is descended from intercolonial ancestry, and was educated in the district school of his native place and at the Farmington Academy. When twenty years of age he began work as a carpenter. In later years he removed to South Boston, representing the district in the Common Council in 1869-70 and

1871. He is a member of several leading organizations of the city.

Frank F. Woods was born in South Boston and educated in the public schools and at the Highland Military Academy, Worcester. He entered his father's employ in 1876, and advanced rapidly from the bench to his present position. He was a member of the Legislature from Ward 15 in 1888, and is now a member of numerous leading organizations.

Fred A. Cheney, secretary of the corporation, has been in the employ of the company many years, and has gained his promotions by perseverance and attention to duties.

MURPHY'S CORNER is rapidly getting to be the centre of trade in the peninsular district. William H. and James J. Murphy, brothers, and their sister, Miss M. A. Murphy, are proprietors of one of the

largest dry goods stores in the district, located at the corner of F Street and West Broadway. Its features are the thirty or more departments on one floor, prices no higher and often much lower than



William H. Murphy.

MURPHY'S—BETHESDA BUILDING,
F Street and West Broadway.

James J. Murphy.

these asked for similar goods in the city stores, best quality and greatest variety of articles, and, above everything else, what is so much appreciated by shoppers, courteous and attentive salespeople. From a small store opened in 1895, at 383 West Broadway, with but one clerk, this establishment has grown to its present immense proportions, employing nearly fifty clerks.

The trio comprising this firm are well known. It was in 1900 that they moved to the present location and the business has since increased, so that at times it seems as if still more space would have to be secured. The store is well arranged and the stock comprises everything that a well-equipped dry goods and gentlemen's furnishing establishment should have. Thousands of South Boston and Dorchester people are regular customers, and they have patrons from elsewhere, and a large business by mail.

FALVEY BROTHERS COMPANY BUILDING, corner West Broadway and F street, is one of the most prominent in South Boston, both for its magnificent appearance and for the extensive business carried on there. It is known as the "Falvey Building" and its four floors and basement, each containing 12,000 square feet, give an idea of its size. This



FALVEY BUILDING—(J. F. and W. H. FALVEY.)
West Broadway and F Street.

floor space is utilized by the many departments, including dry goods, millinery, cloaks and suits, furniture, carpets and draperies, house furnishings, boots and shoes and other departments. It is a complete department store at the very doors of South Boston's residents, and can supply all wants, great or small.

JAMES H. CORNEY & Co., probably the largest dry goods dealers east of Dorchester Street, located at the corner of M and East Fourth

Streets, occupy the entire first floor of that building. Nov. 1, 1883, Burns & Corney started business at 83 O Street, where they remained until December, 1889, when the store corner of N and East Fourth



J. H. CORNEY & CO.
M and East Fourth Streets.

Streets was occupied by James H. Corney, Mr. Burns ceasing to be a member of the firm. The business increased rapidly until, in November, 1901, the store was moved to its present location.

JOHN M. SULLIVAN, dry goods merchant, at 441 West Broadway, started in business in South Boston, Sept. 28, 1889, and in 1895 was obliged to enlarge his establishment. His store is now 75 x 35 ft. and contains a complete stock. Mr. Sullivan is one of the most reputable merchants in South Boston.

QUIGLEY & PRAY, furniture dealers, at 276 West Broadway, started in business at that place, in 1882, with a floor space of 20 x 60 ft., and they now occupy five times that area. Messrs John P. Quigley and James E. Pray were formerly employed by leading upholstery and furniture houses in the city, and have a thorough knowledge of their business.



JOHN P. QUIGLEY.



JAMES E. PRAY.

John P. Quigley was born in South Boston, Oct. 27, 1833, and has always lived in this district, being one of the best known of its citizens. He was an iron moulder by trade, but in 1873 went to work for Jeremiah Carey, corner of Broadway and C Street, where he learned the furniture business, and in 1882 formed the partnership with Mr. Pray.

James E. Pray was born on a farm in Waukegan, Ill., Oct. 25, 1850, came to Boston with his mother when nine years of age, and at 12 entered the law office of E. S. Traynor. He then learned the upholstery business. Beginning in 1875, and for two years, he was connected with the fire alarm department under John F. Kennard, after which he went to work for John H. Pray Sons & Co., remaining five years, and then formed the partnership with Mr. Quigley. He was elected to the Legislature of 1887 and served on the important committee on claims. He is a member of the A. O. U. W., Royal Arcanum, Knights of Columbus, A. O. H., and an honorary member of the St. Vincent de Paul Society. He is married, has five children, and lives at 60 G Street.

P. F. CAREY'S STORE.
F Street and West Broadway.

P. F. CAREY, dealer in furniture, carpets, rugs and similar house furnishings, is located at the corner of F Street and West Broadway. The building is a new and magnificent three story structure, the entire floor space of which is used for the display of the extensive and varied stock of the establishment, and it can unhesitatingly be stated that no other district of Boston has a store of a like size devoted to this particular line.

No other firm has any better reputation than that of P. F. Carey, either for quality of goods sold, or its manner of doing business. Mr. Carey owns and controls his own factory, and also conducts another extensive furniture and carpet store in the city proper, at 727 Washington Street.

THE JAMES ELLIS COMPANY, furniture dealers, at the corner of Broadway and B Street, is one of the oldest established in the district, having formerly been conducted by A. G. Neary, and later by C. H. Robinson. In 1884 Mr. Ellis joined partnership with Mr. Lewis, under the name of Ellis & Lewis. The partnership was later dissolved. Mr. Ellis conducted the business alone for many years, and recently it was incorporated as the James Ellis Co.

THE MURRAY & TREGURTHA COMPANY, builders of yachts and launches, gasoline engines, Tregurtha water tube boilers, steam engines, etc., are located at 340 West First Street, where their works cover two acres and have a water front of 250 feet. This company was incorporated in 1900 under the laws of Massachusetts, succeeding the firm of Murray & Tregurtha, which was established in the year 1887, locating originally on High Street, in the city proper, and removing to South Boston in 1891. The directors of the company, Messrs. John A. Murray, James Tregurtha and George E. Tregurtha, are practical men of long experience, and their product has attained an excellent and wide-spread reputation, not only throughout the United States, but also in foreign countries.



MURRAY & TREGURTHA LAUNCH.

THE GEORGE LAWLEY & SON CORPORATION, East First Street, was founded by George Lawley. In 1866, with his son, George F. Lawley, he was in business in Scituate, and in 1874 they were induced to move to South Boston. This company built the famous cup defenders, "Puritan," "Jubilee" and "Mayflower," and during the present year, 1901, the well-known Lawson boat, "Independence." They also built the torpedo boats "De Long" and "Blakely." About 300 men are employed during the busy season.

THE NATIONAL MAGAZINE, whose plant occupies the entire third floor of the new Potter building, corner of West First and Colton

Streets, is one of the landmarks of American journalism. From the smallest beginning, as the *Bostonian*, in 1894, the *National* has grown to be all that its name implies. Its enormous circulation is truly national in scope, its list in Texas, for instance, being only second to that in Massachusetts. The *National* is one of the great news magazines which have come to be of the feature of periodical journalism within the past half decade, and belongs in the same class with McClure's, *Review of Reviews* and *The World's Work*. Like all successful publishing enterprises, it has had to carve out a path of its own. Its practical sentiment, as its name implies, is patriotism; and in Joe Mitchell Chapple, the publisher, who was born in Iowa, and is still under 35, we have a type of the progressive, patriotic, American business man of cultural tastes. The *National* printing plant is one of the best in Boston, consisting of five new Miehle presses of the highest standard of perfection, and a complete outfit for the production of finest printing and binding. The *National* probably prints more interesting pictures of the people who are doing the world's work than any other periodical in America. The late President McKinley was a friend and constant adviser of the magazine; Senator M. A. Hanna is one of the leading contributors; President Roosevelt, Admiral Dewey, and other leading members of the administration, are its patrons and friends. The *National* employs a force of 65 employees at its South Boston plant, where the entire publication is manufactured from start to finish.

THE EDISON ELECTRIC LIGHT COMPANY, occupies a 15-acre lot on the old Harrison Loring property on East First Street, near L Street. Formerly the Boston Electric Light Company, the building consists of two main bays, divided by a fire wall. From this station two varieties of currents are furnished, the high tension three-phase current, which is fed to one sub-station located near Park Square, and another to a network of circuits extending through the business portion of the city.

Other large establishments and manufactories of the district are the American Sugar Refining Co., on Granite Street; Factory Buildings Trust, a series of large buildings on A Street, occupied by wool merchants; the Walworth Manufacturing Co., on East First Street, near O Street; the Perkins Machine Co., on K Street, just beyond East First Street; the Robert Bishop Co., manufacturers of cotton and woollen goods on West Sixth Street; the William P. Stone & Co. Carriage Works on West First Street, near B Street; R. Esterbrook's Sons Iron Works, corner of West First and C Streets; George H. Lincoln Iron Foundry on Alger Street; Howard Iron Company, Dorr Street; the Long Machine Co., East First and L Streets; F. E. Atteaux & Co., manufacturers of colors and chemicals, on West First Street; Shales & May, furniture manufacturers, corner of Dorchester and Newman Streets, and Farwell Bros., kindling wood manufacturers, Dorr Street.

SOUTH BOSTON OF THE FUTURE.

INTRODUCTION.

By

JOHN J. TOOMEY.

THE prosperity, happiness and contentment of a community depends, in a large measure, upon the loyalty of its people, the trustworthiness of its public servants, its own natural advantages, healthful location, the procuring of needed improvements and benefits, general comforts at home, in school and in church, a fervent Christian feeling, and, above all, a firm belief in and the practice of the fatherhood of God and the brotherhood of man. The people of a district, themselves, make the reputation of that section, whether it be good or bad; therefore upon the residents depends the good name of their community.

South Boston has had a glorious past, of which it may well be proud. No other section of the city of Boston can point to so much accomplished, such a general spreading of good feeling, and particularly love for their own home, as can the people of the peninsula district. Its location, almost entirely surrounded by water, with the greater part of the district highlands, free from swampy land, cool healthful breezes in summer and well protected in winter, and its numerous other natural advantages have ever stood by it in making South Boston an ideal residential section. It was this that led its founders to locate here and which afterward was responsible for the rapid growth in population. At the present time, 1901, South Boston includes nearly one-eighth of the entire population of Boston, and it is steadily growing.

To the loyal, thoughtful, industrious, ambitious residents of the district, the idea is ever foremost "What is the future of South Boston?"

South Boston's future, in a measure, is in the hands of the people themselves. It behooves each and every resident of the district to be true to himself and to his own home place. South Boston has nothing to be ashamed of. Its criminal record has always been small, in fact, there is not a district of the entire city that has had such few court cases or arrests for crime or criminal offences. South Boston is largely a religious community. More than three-fourths of the entire population are constant attendants of some church, and that the district has twenty houses of worship is sufficient evidence of this fact. The people are an educated people and the schools are largely attended.

For the future it is necessary that the people pride themselves in doing good for their district. "He who lives for himself alone, knows not how to live," is the truest of sayings, and if the people of our com-

munity will only endeavor at all times to make happy the lot of their less fortunate neighbor, then, truly indeed, will their own lives be the happier.

From a religious, social, educational, political and business standpoint, in fact from every point of view, the future of South Boston is bright, and the prospects are for even a more prosperous and happy people and community. Let each one do his or her share in aiding the district to reach this utopian state, and our community will enjoy then, what it so much deserves, peace and contentment.

SOUTH BOSTON NEEDS GREATER UNITY OF PUBLIC SPIRIT.

By

REV. ROBERT J. JOHNSON,

(Rector of the Gate of Heaven Church.)

THOUGHTFUL men agree that the greatest social problem in America is how to gain better conditions for the mass of the people living in our large cities. Every census that is taken tells us that our population is setting cityward, with a tide that shows no sign of turning. According to the census taken in 1890, 18,000,000 persons were living in American cities and towns having 8,000 or more inhabitants. From the census of 1900, it appeared that about 25,000,000 persons were living in such cities and towns. Taking Massachusetts separately, we find that the population living in cities in 1900 was 2,132,623, as against 1,564,931 in 1890. In other words, three-quarters of all the people of the old Bay State are city dwellers. Boston increased the number of her inhabitants from 448,000 in 1890 to 560,000 in 1900—a gain of 25 per cent in ten years; and of these 560,000 people, 68,000—very nearly one-eighth of the whole number—are living in South Boston.

In Boston the very densely populated areas are found in different parts of the city,—a preferable condition as I think; but South Boston leads them all in the number of inhabitants in proportion to its area. This means that all the problems involved in improving the living conditions of the great body of city-dwelling people are more pressing in the South Boston district than in any other.

We cannot expect or hope to maintain, a high standard of morals and manners among people who are living under depressing and demoralizing physical surroundings. But we must not look wholly or mainly to the city government or to its building laws, or to the health authorities, to improve the character of our tenement houses. We must also call to our aid the work of the philanthropist, which begins where that of legislators and public officials ends.

As in other cities, so in ours, better homes for the working people will be realized only when our Boston capitalists come forward,

animated by public spirit enough to invest large sums of money in building superior tenement blocks, with all up-to-date improvements, and then to let them at moderate rentals, that will yield not over five or six per cent profit. There ought to be no "slums" in any city—certainly not in Boston.

Concurrently with well directed efforts to improve the general character of our tenement houses, constant attention should be given to the proper maintenance and policing of parks and breathing spaces; and from time to time, as opportunity offers, small parks should be added in the crowded parts of the district. We should also develop all the resources of our extensive water front, by creating more recreation piers for the use of our people in summer. Our bathing grounds should be better policed and regulated, and more bathing facilities afforded in other sections.

Having improved the management of our beach we should go on and provide more playgrounds for the children and furnish them with every appliance for healthful exercise. We must not forget that the numbers of our working people are steadily increasing, and we must take care that our provisions for their outdoor needs in the way of places of recreation and otherwise, are also increased.

If I were asked to name the first and most essential thing to be secured in South Boston in order that the above mentioned improvements may be brought about, I should answer, a broader and more alert public spirit—the sinking of all party lines and the rallying of all our citizens in support of local aims and objects for the benefit of all. I do not mean to suggest that party feeling or religious differences are stronger in South Boston than in any other part of the city, or than in the average American community. I am glad to say that I think this is not so. On the contrary, there is a commendable degree of concord among our citizens of all classes, based upon mutual respect for one another's divergent religious and political opinions; Catholics and Protestants, Republicans and Democrats dwell together in our district on very amicable terms, and yet, I believe, there is room for a more positive unity of spirit, a more effective co-operation to obtain local advantages and improvements, in which we are all equally concerned, no matter what party ticket we prefer on election day, or what church we attend on Sunday.

A very gratifying example of the kind of local unity that I have in mind, was seen quite recently when the clergymen of all denominations and citizens of all parties and classes came together and presented a solid front of opposition to the proposal to license a promiscuous dance hall and show house at the entrance of our noble Marine Park. It was recognized that here was a proposition that meant harm to us all; that menaced the good order of the entire community; that boded evil to all our homes; that threatened to expose our women

and growing children to daily and nightly scenes of vulgarity and depravity. We all felt that it was a danger against which we could not afford to make a disunited or half-hearted fight — and so we stood together and said “No” with that earnestness, emphasis and effectiveness which always commands attention and carries the day. The lesson of that occasion ought not to be lost upon it. It teaches us that South Boston’s people have only to cultivate harmony of spirit and purpose, and formulate their reasonable wishes for any worthy local object into a demand, in order to have it complied with. It is difficult for state legislatures and city councils to deny the petition or disregard the protest of an entire district. Therefore it seems to me we cannot do anything better for South Boston than to promote by every proper means the sinking of all political and class lines whenever it is possible, and thereby to gain something for the common good of our district and all its inhabitants.

Some of the things that we want for the general good of South Boston and her people we can get only from the city government; such, for instance, as the building of those streets long ago laid out by special commission, street widening, new and improved bridges, park and water front improvements, and the like. Other things that are needed to advance South Boston we must get by the initiative and enterprise of our own citizens. But, howsoever, these changes come, it is first of all necessary to sink all differences and forget all divisions, and to make the 68,000 people of South Boston one body, one mind, and of one purpose, in support of whatever local measures of progress are plainly desirable for the whole district.

There is a future of worthy and honorable progress for South Boston, if only her people will forget all the unessential things that divide them, and combine their energies on the great objects which should unite them. If our community is not the wealthiest nor the most fashionable section of the Hub, it is, nevertheless, one of the strongest spokes that radiate from it. It is a community which has no reason to blush either for its past or for its present, and one that has every reason to anticipate a bright future. I know its people through personal contact with them for many years, and I know them to be, in the main, as honest, industrious, law-abiding and worthy people as can be found anywhere in this Commonwealth. The official records will bear me out in saying that South Boston is remarkably free from crime. Working people predominate in its population. Its homes are modest, but most of them are well-kept and well-furnished, and most of its children are being decently reared and educated in such fashion as to make good citizens. Withal, the people of South Boston are hospitable and warm-hearted, and there is a spirit of good neighborhood among them that is most admirable.

It is a happiness to live and labor in such a community and among such people, to share in their hopes, and participate in their progress.

Any and every movement that may tend to unite them in the common pursuit of common benefits should have our utmost sympathy and our heartiest co-operation.

HOW BEST TO BENEFIT THE COMMUNITY.

By

REV. ALBERT B. SHIELDS,

(Rector, Church of the Redeemer—Episcopal.)

LATENT in all men are aesthetic, intellectual, social and religious needs and cravings. The problem as to how best to benefit our community could be easily solved could these latent possibilities be aroused to active expression. It is with this hope, that my words may be in some measure instrumental in arousing persons here and there to a keener sense of individual responsibility that I undertake the delicate task of making an appeal to all classes and conditions of men dwelling in our beautiful peninsula. I cannot, in the space allotted, be exhaustive, nor shall I undertake to be so, but shall content myself with suggestions, which are the outcome of personal observation.

The family, of course, is the most potent factor in the preservation of a wholesome and virtuous social order. The greatest enemy of the family, as it is of all good breeding, is irreligion. Of course there are families where genuine human love and loyalty reign, but where God is not honored and where religion is ignored. Speaking from personal knowledge and observation I feel safe in affirming that the large majority of failures in the family is due to irreligion.

Lack of respect on the part of children toward their parents is said to be a characteristic of American family life and it is to be feared that there is much truth in the assertion. Attention cannot be directed too strongly toward this weak point, if that wholesome respect for natural and constituted authority, which is the foundation alike of good citizenship and of dignified and august national character, is to be preserved. One who does not rightly honor his father and mother is not likely to be conspicuous for the honor he pays the civil authority.

Let us lift high the banner of the family, emblazoned with symbolism of the noblest and most worthy interests in life. Let it represent the faith that true life consists in the achievement of those things most worthy of our love and reverence.

Closely associated with home life, because contributing to its richness and beauty, should be artistic and æsthetic interests. Every home, however humble, should have at least one good picture. Alas, even many of our well dressed people prefer to attend a cheap theatre, who never once think of making a pilgrimage to our local shrine of art. When will the working people learn that art belongs to the laborer as truly as to the millionaire, and that in the refinement of manners and enrichment of life, it is secondary only to religion. Joy alone can

prompt us to praise—therefore joy is inseparable from art. They exercise upon each other a reciprocal influence. The better we are the happier we will be, and the happier we are the better work we will produce. This indicates the close relation which art bears to labor and life, as all three do to religion.

The excellent features of our public school system are patent to all. The defects are a source of regret to many, and for the most part have arisen from natural conditions rendering remedial measures difficult. What is chiefly needed in the school discipline is a higher type of motives. Let all citizens insist that the discipline of our public schools be secured at least by humane methods—methods which respect the personality of the child and which will protect him from the misguided zeal of the conscientious teacher or the heated vindictiveness of the self-important martinet. Any laws which authorize the use of physical force with our children should be considered as obsolete as any of the "blue laws," and if school authorities are unwilling to take that view, then it is high time they are repealed.

One of the most important questions confronting us in this community is how to prevent intemperance. It is coming to be seen by every one that to pronounce all use of alcoholic liquors as in itself sinful is to impugn the purity of nature, the wisdom and justice of providence, the authority of the Scriptures and the example of Christ. Our problem is not to extinguish, but to regulate and guide into safe directions, an instinct, which if banned is too often driven to the license of revolt. We cannot hope to achieve the goal of true temperance at a bound, that will only come through the slow formation through successive generations of a better race stock educated unto temperance. If we are to make head against intemperance which threatens to engulf the better life of our community we must have a wide platform which will include all who are for temperance whatever they may think of total abstinence.

The excellence of the work of the churches as a means of social improvement is now acknowledged by most people, even of those who claim no denominational affiliation. In our district, as elsewhere, there is need of a greater degree of Christian charity and tolerance. Good, virtuous men without the fold have little desire to enter any of its departments so long as they fail to recognize and acknowledge the excellences of each other, and drown the sweet harmonies of spiritual religion in the harsh braying of the trumpets of contraversial orchestras.

One-sided knowledge of history is responsible for much religious intolerance in ours, as in other communities. Will men never learn that no particular form of religion was ever, as such, responsible for persecution, that it was the spirit of the age, and that to dwell morbidly upon it is to blind ones' self to the fact that the world, or at least one portion of it, has, in the evolution of political sentiment, transcended

the point of view where persecution for religious opinions is possible? But we have now entered upon the age of toleration, in which society is coming more and more to exercise its right to demand that every one should respect the opinion of others as he wishes his own to be respected.

To be tolerant it is not necessary that one must have vague and uncertain opinions. On the contrary such a one cannot lay claim to tolerance. He exercises no self-restraint, he is not guiding himself in accordance with a clearly defined moral purpose.

There is one way by which, perhaps, more truly than in any other we can benefit our community in this respect, and that is by entering with more enthusiastic abandon into practical religion and charitable work, wherever that can be done in common. Our churches are doubtless awake to what misery and sin there is about us here, small, comparatively, though it may be. There is no more inspiring sight than that of men of widely divergent views uniting in deeds of practical benevolence and in devising measures for the common good.

LOCAL PRIDE AND HOME PATRONAGE, FACTORS TOWARD SUCCESS.

By

MATTHEW HALE.

(BOSTON GLOBE EDITOR.)

MORE than 2500 years ago Socrates told a young man, who had complained to him of the small consideration in which he was held by his acquaintances, that he, as well as every other man, held that position in society which he desired and deserved. "Respect yourself," concluded the sage, "and others will respect you."

This sententious phrase told a truth which is eternal, and is as applicable to communities today as it was to individuals then.

That South Boston, deservedly high as is her reputation today, does not hold such high honors as is her due, is as true as that she can make them higher provided her citizens work practically and continually to that end.

To those who have lived long in South Boston, have reared their children within her lines and have placidly seen themselves grow old there, there is little which can be added to their content. But to the younger and more ambitious element there is much which may be done. That every man elected to political office in the community should be held to a strict accountability for his deeds while acting as her agent or her representative, is too well established to need argument. That he who betrays her trust should be visited with condign punishment, is as obvious as that he who serves her successfully and honorably should be richly rewarded.

South Boston is, fortunately, inhabited by people who well know the benefits securable through energy and thrift, and is free from that extravagance of either extreme which is marked in those communities which suffer from excessive wealth or excessive poverty. Here is the home of the serenely well-to-do. Self-respecting, honest, fearless, moral, industrious, God-fearing, no community has a happier population or one more deserving of that happiness which springs from duty well done. The district is near enough to the busy city to secure every benefit which can be secured from close proximity, and far enough away that she need never be crowded out of existence by the inexorable demand of commerce.

Her streets and public buildings should be the finest in the city, for they give the best promise of permanency, and her residences should be the most sought after, for no other locality offers so many advantages to the home maker and the home lover. Surrounded on all sides but one by the sea, she is at once a park and a home, advantages possessed by other localities only through the expenditure of much public money and the manipulation of many public measures.

Another great factor in securing benefits for South Boston is the adoption of the policy which most economists associate with the present industrial supremacy of the nation, the policy of protection.

"Spend your money in your own community."

Of course the nation has the power to enact laws and enforce obedience to them, and South Boston has not. But the same result may be reached by each person resolving to buy everything purchasable, in South Boston, from South Boston merchants. Thus commerce, in a part of a city, can be made to work the same benefit that it has so often worked in larger communities and in whole nations.

No doubt there are many who will cavil at this saying, but if the cavillers will reflect that in the present imperfect state of human nature, there is no greater compellor of human respect than the possession of wealth, perhaps they might cease to cavil. Every dollar spent with a dealer in South Boston is a dollar spent in the interest of the material upbuilding of the community of South Boston.

If all the money spent by the people of South Boston in one year should be spent among her own people, would it not result in wealthier merchants, more clerks, finer stocks, richer residences, bigger stores, better streets, more taxable value, larger shares in the expenditures of state and municipal funds, and many more days work for those who labor with their hands?

When every South Bostonian realizes that buying a cigar somewhere else than in his own locality is equivalent to throwing a stone at his own house, the citizen of South Boston will develop as intense a local pride as the proudest resident of the peninsula. The one objection, that this intense local pride might possibly degenerate into a mere

dull and ugly clannishness, may be discarded as of no value. For when that time has come, it will be much easier to shake off the trammels of the vice of clannishness than it will be now to persuade people to adopt its virtues that they may enjoy its benefits.

As for South Boston itself how can one tread its streets, be familiar with its history, live its life, and remain insensible to its charms? Who can fail to carry his head a bit higher when he reflects on the benefits that this little patch of soil has conferred on mankind? Had those hillocks, which we pass so often without a thrill of reverence or a salute, never existed, then the American people, the American constitution, the continental witness to the value of republican institutions, would never have been.

Others may boast of Lexington, Bunker Hill, the Delaware campaign, the surrender of Saratoga, the sufferings of Valley Forge, the partisan warfare of the south, the surrender at Yorktown, the marvelous work done in the Carpenter's Hall at Philadelphia, but we, of South Boston, who love her for what she is, can tell them that they existed because Washington planted his cannon on our heights and drove the British forever from our harbor.

Is this a little thing, or a great one? If it be great do we not honor those who have gone before in honoring the place where they worked and labored?

SOCIAL STANDING OF THE DISTRICT.

By

DR. THOMAS J. GIBLIN.

(Organizer of the City Point Catholic Association and the Mt. Washington Co-operative Bank).

A VIEW of the social side of South Boston has ever presented the pleasant picture of a kindly, hospitable and loyal people. The citizens of the district have ever been ready to extend mutual help and protection and eager to gather for entertainment and instruction.

It has been seen in our history that from time to time, there have existed in our peninsula, many social organizations. At the present time, also, many of our citizens are banded together in active successful societies whose object is a social purpose, either church work, charitable aid, literary and educational, or for local improvement. In our homes there is welcome and hospitality for our friends. This characteristic is noted by visitors who have entered our doors. On the memorable Farragut Day of 1893, our disposition and ability to entertain generously and with good taste, thousands of friends of this city and strangers from afar, was demonstrated. Many hold in happy memory their visit on that occasion and we may contemplate with pleasure and pride the retrospect of the social side of South Boston.

It would be delightful to relate reminiscences of our young men's associations, lyceums, church fairs, coffee parties, citizens' associations, etc., but my object is to offer in a few words a prospective and ethical view of the social side of South Boston. During the past few decades we have become a growing and changing community. Every race, every creed and every nationality has found an abiding place and a home amongst us. That each newcomer be moulded into the great American citizen is a necessity to himself and to the whole community.

In the social way how is this to be done? While the high water mark of possible endeavor may not have been reached in the past, still it is a safe height if we but profit by the experience and follow the ways of our predecessors.

There is no need of novel, unique or unusual schemes to perfect the social side of South Boston. Perpetuate the kindness, hospitality, loyalty of our fathers and mothers; take advantage of opportunities of education provided by our schools and also of the special training offered by the Hawes fund; let us encourage our business men by patronage; study thrift, temperance and frugality, that, perhaps, aided by our local savings bank or co-operative bank, we may own our own homes and take natural pride in them. Be a law-abiding, God-fearing people; see that the reputation shall always be deserved as it is now, that public sentiment shall never tolerate in South Boston the presence or semblance of the social evil.

Be every one, above petty personalities in society, business or politics and let our community live in Brotherhood,—Christian, Gentile and Jew.

POLITICAL INFLUENCE.

(ANONYMOUS).

THE welfare of a community may be said, in a general sense, to depend upon the zeal, interest, watchfulness, energy and virtue of its citizens. In matters concerning the nation as a whole, it is rarely good judgment to act from a local or parochial view; in state affairs it is sometimes permissible and in local affairs it is a duty. The interests of a locality mean good schools with the best of modern accommodations, parks and other places of recreation for the people, streets well paved or laid, and kept in good order, the best and most careful police and fire protection, generous means for caring for those beaten in life's race, the finest sanitary conditions and all the other concomitants concerning the daily life of a comfortable, happy, prosperous and energetic people. To secure all these is only needed that watchfulness which is another sphere in the guardian of liberty, the very close scrutiny of candidacies for election and a generous reward for those who do well, with swift and certain punishment for those who do ill.

In a section like South Boston, where politics is such an engrossing pursuit, it should be the boast of every citizen that his section secures its fair share of the proceeds of taxation. If a section receives less than its share of the general fund it must be because it is so rich that it does not need it all, or because its representatives are sluggish and unworthy.

But it all rests with the citizens themselves. In the election primaries, as well as on election days, the citizens have the opportunity to make known their wishes and with whom to entrust them. Good results should appear where the loyalty of a whole section has been shown to a particular party for a long series of years, and by improved streets, parks and public buildings loyalty receive such substantial reward. Otherwise loyalty becomes slavishness, and the capacity of slavishness to a political party, is perhaps the poorest tribute which can be paid to that party.

What would perhaps be the best for a section would be a judicious independence, a position which would say, in effect, if our help is worth having it is worth cultivating. Union among the people for political effort is as necessary as union among other individuals, to succeed in anything. Organization is the child of union, the brother and companion as well, and enables union to make itself effective.

For a basis of organization an understanding of what is wanted is necessary. With all these requirements energy is only needed to secure those rights and privileges which belong to a numerous and watchful people. For the securing of things wanted politics have been created, if the term may be so used. Politics is only the organization of citizens into groups in order that they may present to the body as a whole, or the representatives thereof, of their demands. That a community, or a representative body pays more attention to a hundred men making a demand in union, than it would to the same men coming singly with the same request, is self-evident, yet that is politics in its most honest and fairest sense. So if men desire things the proper way is to ask for them. If their requests are denied, demands should follow, and demands in such a form that few will dare neglect them.

Such a community can secure all its rights, can afford to be generous, can secure recognition for itself, can reward those who serve it, and thus send out into the city, state and nation, faithful, energetic officials, who can command respect and reflect credit back upon those citizens who have made them—and that is good citizenship.

DEDICATION OF THE DORCHESTER HEIGHTS
MONUMENT.

(March 17, 1902.)

ALTHOUGH in an unfinished condition and not ready for public inspection interiorly, the handsome marble monument on Dorchester Heights, erected by the Commonwealth of Massachusetts in commemoration of the valiant deed of Gen. Washington and his army, March 4, 1776, was dedicated March 17, 1902. This was a gala day for South Boston. It being the manifest desire of the people of the district that the dedication take place on that historic day, and His Excellency, Gov. W. Murray Crane, and His Honor, Mayor P. A. Collins, indicating their willingness, the committee on monument that had agitated for and secured the favorable action of the state, Dr. William H. Ruddick, Col. J. Payson Bradley and John J. Toomey, approved of the day and then for weeks preparations were under way. Lieut-Gov. John L. Bates with Councillors Jeremiah J. McNamara, Arthur Maxwell and David I. Robinson comprised the committee of the state in the expenditure of the \$5,000 appropriation and in arranging for the event. Mayor Collins approved an appropriation of \$1,700 on the part of the city, and a committee of the government attended to the city's part in the celebration of the day.

The committee on the part of the Commonwealth appointed Col. William H. Devine of the 2nd Brigade as chief marshal, and in two weeks time Col. Devine, assisted by Capt. William J. Casey, of the 9th Regiment, as adjutant, arranged a parade that was second only to that on Farragut Day of 1893.

March 17, 1902, was cloudy, with a light fall of rain, which ceased early in the forenoon, although the remainder of the day was showery and somewhat disagreeable. Preparations had been made, the people were anxious, and Col. Devine was determined that they should not be disappointed.

There was no session of the schools of the district and the stores and business places were closed at noon. Many of the houses and stores along the route of the parade were beautifully decorated and there was a great deal of enthusiasm throughout the district.

At one o'clock sharp Chief Marshal Devine directed the head of the line, at the corner of West Broadway and Dorchester Avenue, to move, and the mounted police, the U. S. Marine Band with the battalion of the U. S. Marines started on the march. Chief Marshal Devine had a staff of 25 prominent military men, representing the leading organizations of the state. In the parade were six companies of the Ninth Regiment, Lieut. Col. Lawrence J. Logan commanding; a battalion of the Naval Brigade, Lieut. Commander James H. Dillaway, Jr., com-



GOV. CRANE and U.S. SENATOR
LODGE ASCENDING DORCHESTER
HEIGHTS



LIEUT. COL. WILLIAM H. DEVINE
CHIEF MARSHAL OF PARADE



CONGRESSMAN NAPHEN, ADMIRAL
SCHLEY, MAYOR COLLINS and BRIG. GEN.
BRIGHAM ASCENDING DORCHESTER
HEIGHTS



COUNCILLOR JEREMIAH
J. MCNAMEE STATE COMMITTEE



LIEUT. GOV. JOHN L. BATES
CHAIRMAN STATE COMMITTEE



COUNCILLOR DAVID I. ROBINSON
STATE COMMITTEE



ADMIRAL WINFIELD SCOTT SCHLEY
SPECIAL GUEST AT THE BANQUET



GOV. CRANE READING ADDRESS
PRIOR TO THE UNVEILING



U.S. SENATOR HENRY CABOT LODGE
ORATOR DEDICATORY EXERCISES



JOHN J. TOOMEY
MONUMENT COMMITTEE



DR. WILLIAM H. RUDDICK
CHAIRMAN MONUMENT COMM.



COL. J. PAYSON BRADLEY
MONUMENT COMM.



CAPT. WILLIAM J. CASEY
ASSISTANT TO CHIEF MARSHAL

manding ; First Corps of Cadets escorting Gov. Crane ; a detail from Light Battery A ; Washington Post 32, G. A. R. ; Dahlgren Post 2, G. A. R. ; Gettysburg Command, U. V. U. and Maj. M. J. O'Connor Camp, 4, L. S. W. V., committees and State guests in carriages. In these carriages were Gov. Crane, Senator Lodge, Rev. Dr. William F. Warren, Adj.-Gen. Dalton, Admiral Schley, Mayor Collins, Congressmen Naphen and Conry, Lieut. Gov. Bates, Secretary of State Olin, Treasurer Bradford, Governor's Secretary Smith, Executive Clerk Hamlin, members of the Governor's staff, members of the Governor's Council, Dr. Ruddick, Col. Bradley, John J. Toomey, legislative committee and officials, officials and committee of the city government and the Citizens' Association committee. There was also Dr. John Sullivan and Edward Sullivan, great grandsons of Maj. Gen. Sullivan of Revolutionary fame, in whose honor the countersign "St. Patrick" was used on the memorable March 4, 1776.

The route of the parade was West Broadway, East Broadway, Q Street, East Fourth Street, L Street, East Sixth Street, K Street, East Eighth Street, I Street, East Fourth Street, G Street, around Thomas Park. Arrived at the monument the dedicatory exercises were held, the time being 2.30. Gov. Crane made a few remarks and then pulled a cord that unveiled the tablet on the western side of the monument.

The exercises were continued in the hall of the High School, close by, and consisted of an opening selection by an orchestra under the direction of Mr. Emil Mollenhauer ; prayer by Rev. William F. Warren, D. D., LL. D. ; response "Almighty Father" by a quartette comprising Mrs. Alice Bates Rice, Miss Adah Campbell Hussey, Mr. Clarence Shirley and Mr. Arthur Beresford ; orchestral selection ; soprano solo "Star Spangled Banner," Mrs. Alice Bates Rice ; oration by Hon. Henry Cabot Lodge, junior U. S. Senator from Massachusetts ; selection "The Victor's Return" by the orchestra, concluding with the hymn "America" sung by the entire gathering and followed by national airs by the orchestra.

In the evening the Evacuation Day banquet of the South Boston Citizens' Association was held in Gray's Hall, and upward of 400 people participated. Rear Admiral Winfield Scott Schley was the special guest of the association, and among the other guests were Speaker James J. Myers of the House of Representatives, President Rufus Soule of the Senate, Mayor P. A. Collins, Congressman Henry F. Naphen, Col. Curtis Guild, Jr., and Representative Edward B. Callendar, the orator of the occasion. Pres. John H. Means presided and Hon. William S. McNary was toastmaster.

Throughout the district the citizens joined heartily in the celebration and there were many open houses, and the clubs and organizations had special programmes. During the afternoon there were athletic games, and in the evening there were band concerts and fireworks by the city, and Broadway was illuminated from one end to the other as Admiral Schley passed on his way to Gray's Hall.

ERRORS AND ADDITIONS.

In the publishing of a book of the magnitude of this History of South Boston, errors, great or small, are certain to creep in. Notwithstanding that the greatest possible care has been taken by the authors to avoid such mistakes, and especially to have names and dates absolutely correct, a few have occurred, but they are all typographical errors, overlooked in the correcting of proofs. With the completion of the work every line on every page was carefully gone over, and the few errors that did occur were noted. For the benefit of the reader we append herewith a list of the errors, showing also the necessary corrections.

As the weeks and months and years pass by, many changes occur in the condition of things. So it is with this book. The "South Boston of the Present" refers to the district in 1901. During that year the official publication of this history took place, although it was not until the following year that the general sale occurred. In that year there were a few changes. Men occupying prominent positions were promoted and made new places for others, some died and others removed from the city. These additions also are appended.

Readers would do well to make these changes and additions in ink as far as possible.

On page 35 is an illustration of "The Fourth Church erected in Dorchester." The types made it the "Fourth Church, erected in Dorchester." It was the fourth church erected but not named the Fourth Church.

On page 91, in the ninth line from the bottom, there should be a change from the word "heavy bronze" to "gold." The medal presented to Gen. Washington by Congress was of gold.

On page 216, the name of "Henry S. Driscoll, Co. E" must be added to the list of privates of the Ninth Massachusetts Volunteer Infantry, who died in the Spanish-American War.

On page 223, should be omitted the words "John Souther, well known machinist and inventor of the dredging machine." This is in the 27th and 28th lines from the top of page.

Page 330, BIGELOW SCHOOL—The new building, corner of E and West Fourth Streets, was occupied by the several classes in May of 1902 and on the re-opening of the school Sept. 10, 1902 the rooms were thus occupied, although the dedication did not occur until the following year.

Page 337, JOHN A. ANDREW SCHOOL—In the sketch of Master Joshua M. Dill, instead of "In January, 1863," it should read "In January, 1873 he secured a position in the Quincy School, Boston."

Page 342, LINCOLN SCHOOL—Master Maurice P. White was elected a supervisor of the Boston Schools, Sept. 9th, 1902; thus vacating his position as master. Sub-Master Perry was advanced to the

position of master. Sub-Master Charles N. Bentley of the Lincoln School, earlier in the year, was assigned to a similar position in the Thomas N. Hart School to fill the vacancy caused by the death of Sub-Master Philbrick. The sub-masters of the Lincoln School, beginning Sept. 10, 1902, were Jonathan I. Buck and Charles S. Davis.

Page 349, THOMAS N. HART SCHOOL—Sub-Master John D. Philbrick died in the spring of 1902 and Charles N. Bentley of the Lincoln School was appointed to fill the vacancy.

Page 357, PHILLIPS CHURCH AND CHAPEL — Rev. Percy H. Epler, assistant pastor, severed his connection with the church the latter part of December 1902, to accept a similar position in the First Church of Detroit.

Page 413, CARNEY HOSPITAL — The new out-patient department building, corner of Dorchester and Old Harbor Streets, completed in 1902 and dedicated on Thanksgiving Day with simple exercises.

Page 421, SUFFOLK COUNTY HOUSE OF CORRECTION — The buildings and property on East First Street were abandoned in October, 1902 all the prisoners having been transferred to the new buildings on Deer Island. This marked an important event, inasmuch as the people of South Boston have been endeavoring since 1847 to be rid of this institution.

Page 428, MATTAPAN DEPOSIT AND TRUST COMPANY—President Richard J. Monks retired Oct. 1, 1902, and was succeeded by Ezra H. Baker.

Page 442, FIRE DEPARTMENT — During 1902 many changes were made, notable among them being the installation of Aerial Truck and Ladder 18, in the new house on Pittsburgh Street, in the rear of the house of Engine 38-39. This was put into commission Nov. 7, the company consisting of two officers and ten privates. Lieut. John W. Murphy of Combination 2 was promoted to the rank of captain Oct. 25, 1902 and placed in charge of the new truck and ladder. The tillerman of the new truck is Thomas Wyllie. Lieut. Alfred J. Caulfield was transferred from Engine 38-39 to Combination Wagon No. 2, East Fourth Street, Oct. 25, 1902. The chief's driver, Charles Ingersoll, Jr., was permanently appointed Nov. 7, and transferred to Engine 43 and Fred P. Brophy of Brighton was appointed chief's driver Nov. 14. Ladder Company 5 of West Fourth Street had its truck rebuilt and equipped with rubber tires, making a fine appearing piece of apparatus.

REPRESENTATIVE MEN OF THE TIME



*Lives of great men all remind us
We can make our lives sublime,
And, departing, leave behind us
Footprints on the sands of Time.*

LONGFELLOW.



WILLIAM CAINS
(SOUTH BOSTON'S GRAND OLD MAN)

BORN IN SOUTH BOSTON, JUNE 25, 1814, AND HAS ALWAYS LIVED IN THE DISTRICT.

GEORGE H. ALEXANDER, druggist, at 100 Dorchester Street, is a son of the late Andrew Alexander, M. D., and Lavana A. J. (Pratt) Alexander. He was born in this district and resided here the greater part of his life. He received his early education in the public schools of South Boston, and entered the wholesale drug business in which he was engaged for seven years, during a part of which time he also attended the Mass. College of Pharmacy. In 1879 he opened his own establishment on the site of his



present store, and has conducted business at that place ever since, with the exception of a short time when the building, in which he was originally located, was razed to make way for the present brick structure. Mr. Alexander is a member of Rabboni Lodge, St. Matthew's Royal Arch Chapter and St. Omer Commandery, F. & A. M. He is also a member of the Mass. College of Pharmacy. Mr. Alexander resides at 157 Washington St., Dorchester.

FRANK STANFORD ATWOOD, journalist, is a son of Richard A. and Mary L. Atwood and was born in Baltimore, Md., in 1870. He came to South Boston in 1878 and received

his education here, having attended the Bigelow and Lincoln Grammar Schools, graduating from the latter in 1886. After finishing his studies he entered the employ of the Boston Herald Company as an office boy and his labors have won promotions for him, his present position being that of assistant secretary to the managing editor.



About 1892 he moved to Dorchester and at present resides at No. 9 Humphrey Square. He was elected to the Common Council from his ward in 1899 and was re-elected in 1900 and 1901. On June 5, of the latter year, he married Miss Ella B. Wells of Dorchester. Mr. Atwood is a member of the Massachusetts Republican Club, the Business Men's Club of Dorchester, Boston Herald Benefit Association and the Twenty-Five Associates of the Boston Herald.

HON. JOHN E. BALDWIN was born in South Boston in 1869 and has always resided here. He attended the Bigelow Grammar School, and, finishing his studies there, he entered English

High School and later took a course in the Bryant & Stratton Commercial College. He first entered upon business life as a clerk for F. E. Atteaux & Company, later becoming confidential clerk and bookkeeper for that concern. From an early age Mr. Baldwin had been interested in politics, but it was not until 1893 that he became a candidate for office. In that year he was elected a member of the Common Council by the Democrats of Ward 14 for the year 1894. The two succeeding years he was again chosen to represent his ward in the same body. Again in 1897 and 1898 he was the choice of the Democrats of his ward and during those years he represented them in the Massachusetts House of Representatives. During these years as a public representative his efforts won for him the support of the people of South Boston and he was next elected to represent the South Boston district in the Massachusetts Senate, serving during 1899, and was elected for a second term to that body, serving in 1900. In his position as senator he introduced many bills of great importance to South Boston and fought for the passage of those introduced by the representatives in the lower house, and through his efforts many important improvements to South Boston were secured. He was active in securing the removal of the House of Correction from South Boston and for the construction of Cove Street bridge. He was also instrumental in securing from the state an appropriation of \$10,000 for the Carney Hospital. He was elected a member of the Democratic State Committee for 1902 and 1903. In the former year he received the Democratic nomination for alderman in the Eighth Aldermanic District, but was defeated at the polls. Mr. Baldwin is a member of Pere Marquette Council of the Knights of Columbus, Division 57, Ancient Order of Hibernians, the Tammany Associates and other organizations. He resides at 51 Emerson Street.



GEORGE F. BARRY, engineer and janitor of the high school, since Sept. 11, 1901, was born in Boston, December, 1865, of Patrick and Mary (Donovan) Barry. Removing to South Boston in 1872 he attended the Hawes and Bigelow Schools. For ten years he worked at printing, and in 1890 studied engineering in the Foster's Wharf Block, serving five years under John J. McCloskey and then, successively, for the McCloskey Varnish Co., Charlestown Gas and Electric Light Co., Boston Storage Warehouse Co.



During this time he also studied, taking the Wells Memorial Institute course and that of the American School of Correspondence, the Lowell Institute lectures and the South Boston Art School. He married Christina L. McCloskey, who died in 1899, and has four children, Christina L., George F., Mary Margaret and Mabel. He is a member of No. 1 Lodge N. A. S. E., No. 2 Lodge A. O. U. W., and the Boylston School Association, and lives at 295 D St.

JOSEPH W. BATEMAN, plumber and stove dealer, was born in Bury, England, October 28, 1862, of John and Sarah (Bromwich) Bateman. He was educated in the schools of his native town, and in 1886 removed to South Boston, where he has lived ever since. In England he followed the trade of machinist, but, on arriving in this country, he was apprenticed to Charles M. Bromwich, learned plumbing, and in 1901 he started in for himself, in the firm of Bateman & McAuliffe. He has since been located at 693 East Fourth Street. January 8, 1891, he married Miss Eliza C. Dakin of Digby, N. S., and has four children, Ruby W., Bernice D., Joseph P. and Edgar W. Bateman. He resides at 672 East Eighth Street. Mr. Bateman is a member of Mt. Washington Commandery U. O. G. C., (of which he is a past commander) of Hope Commandery, U. O. G. S., (of which he is a past commander) and the South Boston Citizens' Association.



DANIEL J. BARRY, deputy superintendent of public buildings of the city of Boston, was born in Boston, August 27, 1859, of John and Mary Barry. Educated in the primary and grammar schools of this district, he went to work shortly after leaving school, in 1873, and since his boyhood has been a resident of South Boston. A prominent worker in the Democratic ranks



and ever interesting himself in affairs of that party in the city and especially in his own district, he was easily elected to the House of Representatives in the fall of 1894 in an eight-cornered contest and served during 1895 and 1896 with particular credit to himself and his district. He was a member, during those years, of the committees on parishes and religious societies, pay roll and election laws, and ever took an active part in legislation for the good of his district and his constituency. Having received the customary two years in this lower branch of the Massachusetts Legislature, he was not again a candidate until the fall of 1900, when, through the urgent solicitation of his friends, he entered a spirited contest in Ward 14 for the Democratic nomination to the Legislature and won, receiving a splendid majority, and, for the first time in the history of the ward, was accorded the distinguished honor of an election to the House of Representatives for a third term. During the year 1901 he served on the committee on public health. In the mayoralty campaign of 1899, when Hon. Patrick A. Collins was the candidate for Mayor of Boston, Mr. Barry was one of the most earnest workers of Ward 14 in the interests of the Democratic nominee. Again, in the fall of 1901, Mr. Barry took a prominent part in the municipal campaign in which Hon. Patrick A. Collins was victorious, and aided largely in securing for him the large vote in that ward. For faithful services it was but natural that he should receive recognition and on the new administration assuming control Mr. Barry was appointed deputy superintendent of public buildings under Supt. Hugh Montague. Mr. Barry is member of the Knights of Columbus and lives at 663 East Fourth Street.

tration assuming control Mr. Barry was appointed deputy superintendent of public buildings under Supt. Hugh Montague. Mr. Barry is member of the Knights of Columbus and lives at 663 East Fourth Street.

DR. BARNARD L. BERNARD, physician, a son of Elijah and Sophia Bernard, was born in Russia in May, 1860, and was educated there. He graduated from the gram-



mar school in 1873, Gymnasium (Latin School) in 1879 and the Medical College in 1883. He served the Russian government as a provincial physician until 1887, and came to Boston in 1888. He practiced in Boston until 1896, during which time he took a post-graduate course at Harvard Medical School, and then came to South

Boston. He is a member of the Massachusetts Medical and Boston Gynecological Societies, Winthrop Council, R. A., South Boston Conclave, I. O. H., is visiting physician to the Home for Destitute Jewish Children and Mt. Sinai Hospital, and a member of the medical board of the latter. He married Miss Annie Segall, a graduate of St. Petersburg Medical Academy, in 1886, and they have five children. His residence and office are at 195 Dorchester St.

JAMES BERTRAM, carpenter, was born in Scotland in 1857. His parents were Joseph and Isabella Bertram. He attended private

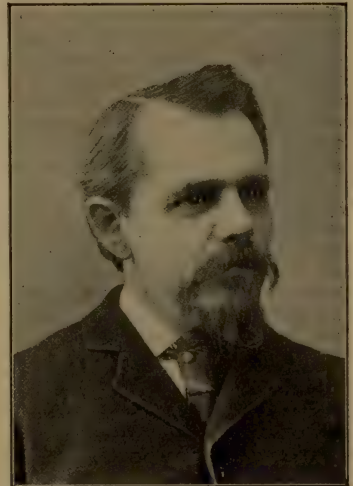
schools in his native country, and when but twelve years of age came to South Boston where he has since resided. Early in his youth, he learned the trade of carpenter, and since 1889 has been in business for himself, having been employed on many of the principal buildings, residences and dwellings in South Boston and vicinity. His place of business is 330 West Broadway. Mr. Ber-



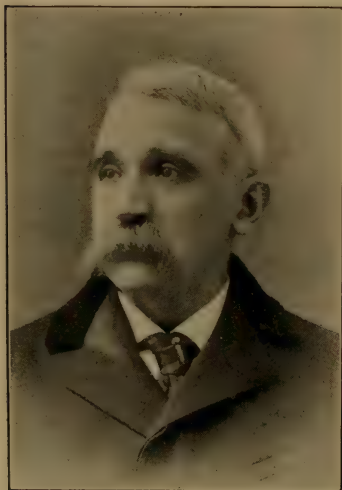
tram is married, lives at 675 East Seventh Street, and has one child, Herbert James Bertram. Ever fond of yachting, Mr. Bertram was one of the early members of the Mosquito Fleet Yacht Club and for many years its commodore, and has also been official measurer for the Yacht Racing Association of Massachusetts. He has owned several fine pleasure yachts. He is now a member of the South Boston Yacht Club and of the Mosquito Fleet Yacht Club.

FRANCIS E. BLAKE, a former resident, and treasurer of the George W. Wheelwright Paper Company, was born in Princeton, Mass., of Pynson and Sarah (Dana) Blake. He is a descendant of the eighth generation from William Blake, an early settler of Dorchester, who, in 1637, shared in the division of lands at Dorchester Neck and whose grandson, Deacon James Blake, erected the Blake House at what is now City Point. This latter was the second house built on the peninsula. The Blake family in succeeding generations, and until within a few years, have always lived in South Boston. As may be seen on page 54 of this history the early Blake family owned nearly one-eighth of the Dorchester Neck lands. Francis E. Blake moved to South Boston when quite young, attending the public schools of the district with his twin brother, Rev. Frederick D. Blake, graduating in 1852 from the old Hawes School, after which he entered the Boston Latin School. In 1856 he was obliged to cease his studies owing to ill health, and he entered the employ of George Wheelwright, paper manufacturer and dealer. By perseverance and strict attention to business he was rapidly advanced until he attained his present responsible position of treasurer. During his residence in this district he was an attendant and deeply interested in the old South Baptist Church holding many responsible positions there. An ardent admirer of South Boston he ever had an interest in its history, has made exhaustive researches in relation to the grants of lands on the Neck, contributed articles to several papers, and wrote an account of the British Raid of 1776 in a pamphlet entitled "Dorchester Neck." He has also published a history of the South Baptist Church.

There is probably no man better informed or better posted on old South Boston history than is Mr. Blake. He is a devoted student of matters pertaining to old Boston and its history and he has a splendid library. He married Miss Elizabeth C. Richardson, daughter of John D. Richardson, a prominent resident of the district. He now resides in Boston.



JAMES E. BOWE, real estate dealer and auctioneer, was born in Hillsborough, County Kilkenny, Ireland, March 1, 1844, of John and Mary Bowe. At one year of age he came to America, landing in New York, and three years later he was a resident of Salem, Mass., where he attended the primary school. In 1856 he removed to South Boston where he has since resided. He graduated

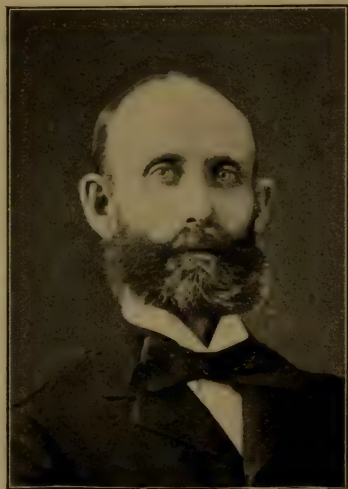


from the Tuckerman School in 1858 and immediately went into the grocery business with his brother, Patrick, at the corner of East Second and I Streets, conducting a large business, and that partnership continued thirty-five years, the same store being occupied during all that time and the concern was dissolved only by the death of his brother, Patrick. In 1892 the business was sold to other parties. Successful in the grocery business Mr. Bowe early in life took an interest in real estate matters and for nearly half a century he has been closely identified with the advancement of the peninsula district and in a large measure is responsible for the rapid strides made in real estate matters east of Dorchester Street. He is an extensive property owner and large tax payer.

It was the successful efforts of Mr. Bowe, about 1878 or 1879, that made it possible to secure the valuable land at the corner of East Fourth and I Streets, where the new Gate of Heaven Church, St. Agnes Convent and St. Michael's Hall have recently been erected. Rev. Michael F. Higgins, foreseeing the growth of the Catholic population at City Point and its consequent needs, desired to get the land, but the owners were not inclined to part with it for Catholic church purposes and it was only through the efforts of Mr. Bowe that this was accomplished, it being purchased at a price far below the assessed valuation.

He is well informed on the growth of South Boston during the past 50 years and remembers distinctly many important events that occurred during that period. Mr. Bowe is married, lives at 619 East Fourth Street, and his real estate office is at 614 East Broadway. He is a member of the South Boston Citizens' Association and other local organizations.

HENRY JAMES BOWEN, son of Hosea Ballou and Mary Dana Bowen, was born in Charlestown, Mass., September 11, 1853. Seven or more of his maternal ancestors came over in the Mayflower in 1620. On his father's side his ancestors were from Wales and landed at Rehoboth, Mass., in 1640, afterward settling the town of Swansea. His grandfather was Henry Bowen, the publisher of the first Universalist Magazine, and his grand-uncle was Abel Bowen, well known as an engraver and the publisher of "Bowen's Pictures of Boston." The subject of this sketch has resided in South Boston since 1854. He first attended the Old Hawes School, and, when the Lincoln School was built, was transferred to it, graduating therefrom with a Franklin medal, at the age of twelve. He then entered the English High School and at the age of fifteen stood at the head of the graduating class. Immediately after leaving this school he accepted a position in a wholesale lumber house on State Street, where he remained five years and then had five years' experience in the retail lumber business in Brookline. He then took charge of the accounts of a wholesale flour and grain commission house on State Street, until the decease of his father in 1882, upon which he succeeded to the real estate and insurance business in South Boston, which the elder Mr. Bowen had established in 1871. This business has greatly increased since the advent of the present Mr. Bowen, who is considered an authority upon all matters pertaining to South Boston real estate. He is a large owner of real estate in the section and has charge of many properties for clients. He is trustee for a number of large estates, one of the trustees of the South Boston Savings Bank, a member of the Real Estate Exchange and Auction Board (of which he was for three years a director), a member of the Boston Chamber of Commerce and the Bostonian Society, and was for three years a director of the Mattapan Deposit and Trust Company. Mr. Bowen was married in 1880 to Miss Sarah E. Dean (who died in 1897) and has one son, Robert Montgomery Bowen, now a senior at Harvard.



COL. J. PAYSON BRADLEY, merchant and manufacturer, is a native of Methuen, Mass., born June 7, 1848, of Capt. Leverett and Catherine (Frye) Bradley. His paternal ancestors were among the early settlers of Haverhill, Mass., and in the Indian wars took an active part in the defence of the town. His great-grandfather, Enoch Bradley, was a soldier in the revolution, and, by his mother's line of ancestry, he is related to Col. Frye, who commanded a regiment at Bunker Hill. His grandfather was captain of dragoons in the old militia days and his father was a captain in the old Sixth Regiment of Massachusetts Militia, and later in the War of the Rebellion.

Col. Bradley was educated in the public schools of his native town and the city of Lawrence. At the breaking out of the War of the Rebellion, he, with a brother only two years older, joined the army, enlisting in 1861, at the age of thirteen, as a drummer boy, in the Fourteenth Massachusetts Infantry, which was afterward changed to the First Massachusetts Heavy Artillery, of which he became bugler. He was present with his regiment in the terrible Battle of the Wilderness, where it suffered so severely in killed and wounded, and also in all the many battles that that regiment participated in, ending with the Siege of Petersburg, from which place he was sent home disabled.

After the war he removed to Boston and joined the Volunteer Militia, of which he became sergeant-major and adjutant. He joined the Ancient and Honorable Artillery Company in 1877, and was its adjutant in 1888 and 1889. When that famous military organization visited England in 1896, Col. Bradley carried the national colors, being the first man to carry the American flag, under arms, in the streets of London and into Windsor Castle, before the Queen. In 1897 he was elected commander of the Company and served with ability and distinction during the customary term of one year. In 1897, also, he was appointed assistant adjutant general and served three years with the rank of colonel on the staff of Gov. Roger Wolcott.

He has held high positions in the Grand Army of the Republic and is an enthusiastic member of this organization.

At the close of the War of the Rebellion he prepared himself for a draughtsman and

engineer. In 1868 he entered the employ of the Downer Kerosene Oil Company of South Boston and in 1887 became a member of the firm of Allen, Bradley & Company, which succeeded the Downer Company. In 1894 the firm, with that of Seccomb-Kehew & Sons, was incorporated as "The Kehew-Bradley Company" with offices at 24 Purchase St., and he is yet connected with that important business.

During the administration of Mayor Hart, and until the spring of 1902, Col. Bradley served as chairman of the Boston Schoolhouse Commission, being the first chairman of that new board.

This new commission, consisting of three members, had the difficult task of undertaking new and very responsible duties provided by the legislative enactment establishing the Board.

All the public school buildings of the city were in direct charge of this Commission, and new buildings erected and all repairs to school buildings made by this Board. At the conclusion of his term Chairman Bradley received personal expressions of appreciation for efficient services performed from the Mayor and other city officials.

Col. Bradley married Miss Emma Frances James, daughter of Francis James, of an old and well-known South Boston family. Of this marriage were born four children, Francis E., Fannie J., Marion and Mildred. Col. Bradley is a trustee of the South Boston Savings Bank, a charter member of Dahlgren Post 2, G. A. R., organized in 1880, president of the

Dahlgren Memorial Hall Association, a member of the Boston Congregational Club, Bostonian Society, American Historical Society, Military Historical Society of Massachusetts, Ancient and Honorable Artillery Company, New Algonquin Club, Old Dorchester Club and Columbia Lodge, F. and A. M.

Col. Bradley, as a member of the Dorchester Heights Monument Committee, with Dr. Rudwick and Mr. Toomey, did splendid service in urging the Legislature to make a sufficient appropriation for this magnificent memorial, personally attending all hearings at the State House and devoting much time, as a member of this committee, to the carrying out of the desires of South Boston in this matter.

A member of the Phillips Congregational Church, he is an officer of that Society and has been actively engaged in its Sunday School work. He lives at 499 East Broadway.



THOMAS B. BRADLEY, cigar manufacturer, was born in Navan, County Meath, Ireland, May 14, 1872, his parents being Bernard E. and Martha (Phillips) Bradley. He was



educated in the parochial school and St. Fenian Seminary, and, on his arrival in this country, he attended the Bigelow Grammar School. He has been a resident of South Boston since August 8, 1885. He was apprenticed to Morris Schendel, and at present is employed as a cigar maker for Frank K. Oberle. Affiliated with many young men's organizations

and popular with the people of his ward, he was elected to the Common Council for 1903 and served on many important committees. He is a member of St. Augustine's Lyceum, Division 7, A. O. H., Celtic Association, St. Augustine's Court, M. C. O. F., Cigar-Makers' Union and Joseph Warren Conclave, I. O. H. He married Miss Edith H. Denson and has two children, Catherine Cecilia and Edith Frances. He resides at 22 Gates Street.

DENNIS F. BRENNAN, born in Kanturn, Ire., in 1844, of Michael and Mary (Callahan) Brennan, settled on Fort Hill in 1846, attended the Boylston School, and enlisted in Co.

A. 43rd Regt., in 1862. During his 9 months' service he was one of 200 to volunteer for hazardous duty. The remainder of the war, in the navy, he served on the "Ino" and other vessels. He was in the provision business in South Boston, worked for Carter, Rice & Co., elected to the Legislature in 1882, as an Independent by 15 votes, and for 7 years was



asst. assessor and 4 years chief of draws and bridges. Since 1901 he has been in the bridge department and asst. assessor for Ward 23. In 1869 he married Katherine E. Collins, has one son, Michael V. F., and resides at 267 D Street. He was sen. dept. commander U. V. U., 1898 and 1899, now a member of the A. O. H., Irish American Club, Post 2, Veterans' Protective League and Mt. Washington Lodge, A. O. U. W.

HUGH W. BRESNAHAN, sanitary engineer and plumber, and alderman from the Fourth District, comprising Wards 7, 9 and 13, for the year 1903, was born in South Boston, November 25th, 1869, and has always lived in the district and ever identified with its interests. He attended the Mather Primary School and the Lawrence Grammar School and then



learned the plumber's trade, making a specialty of sanitary engineering. He has, for many years, been active in the Democratic politics of Ward 13, serving in the Common Council in the years 1896 and 1897 with such credit to himself and his constituents that he was sent to the Massachusetts House of Representatives for 1898 and 1899. As a member of the Legislature in 1899 he particularly distinguished himself by his untiring efforts in behalf of the Cove Street Bridge, and was the leader of the South Boston representatives in that famous contest against the gigantic corporation that sought to prevent South Boston getting what was considered only her just due. He also took a prominent part in several other measures that came before the House that year and was ever thoughtful of the interests of his district. Urged by his many friends and well wishers, in the fall of 1900 he was a candidate for Alderman, contesting at the polls as an Independent Democratic candidate. Although then failing of success he was nominated in the fall of 1902 and was elected by a splendid vote in the three wards, leading all other candidates by several hundred votes. He has ever been a resident of Ward 13 and is still engaged in business in that ward. He is a member of the Ancient Order of Hibernians, Improved Order of Heptasophs, Wolfe Tone Asso., Mosquito Fleet Yacht Club, Columbia Yacht Club, Lawrence School Alumni Asso., Winthrop

Council, R. A., and the A. O. U. W. As an alderman he performed excellent service, serving as chairman of the standing committee on lamps and joint committees on auditing, lamps, and weights and measures departments, city messenger and institutions. He lives at 102 D Street.

EUGENE T. BRAZZELL, printer, son of William and Margaret (Hayes) Brazzell, was born at 60 West Fifth Street, South Boston, March 17, 1878. He attended the



local primary and the Lawrence Grammar Schools after which he was apprenticed to the printer's trade, which he has followed ever since. Always a resident of South Boston he has ever been identified with its interests and has been prominent in several organizations. He was elected to the Common Council, representing Ward

13, for 1903 receiving a handsome vote at the caucus and at the polls, and was appointed on many important committees. He is a member of the Rosary Young Men's Catholic Association, Division 60, Ancient Order of Hibernians, Trimount Conclave of the Improved Order of Heptasophs, vice president of the Young Men's Democratic Club and treasurer of the Waverly Associates, a leading organization of the district. He resides at 60 West Fifth Street.

OLIVER E. BURDICK, jeweler at 329 West Broadway, is a son of Stephen and Mary A. Burdick and was born in New Bedford, Mass., in 1847. He received his education in



the schools of his native place and, then went to sea, shipping on the "*Levi Starbuck*." Six days out she was captured by the famous privateer "*Alabama*" and the crew held as prisoners for a month. On his return home Mr. Burdick enlisted in the Union Navy, January 27, 1863, and did blockade duty on the U. S. S.

"*Huron*," off Fort

Sumter and at Dubois Sound, and was honorably discharged May, 1864. He then learned his trade and came to South Boston in 1869 where he started in business in 1870, now being the oldest in his line in South Boston. He married Miss Margaret J. Semple in 1871 and they reside at 361 West Fourth Street with their family, Mary T., Stephen R., Adeline E., and Oliver J. Mr. Burdick is a member of Post 2, G. A. R., Bethesda Lodge I. O. O. F., and South Boston Conclave I. O. H.

JOHN H. BUCKLEY, deceased May 5, 1903, born Dec. 25, 1828, from his infancy lived on old Fort Hill, where he was educated in the

Boylston School, and in 1854 removed to So. Boston where he lived the remainder of his life, one of the best known citizens of the district. Possessed of a most retentive memory he ever delighted to tell of old Boston, Fort Hill or So. Boston. In 1861 he was appointed on the police force, was on the state police from 1869 to 1873, night inspector in the Custom House, and in 1882 in the city employ. In 1900 he was removed by Mayor Hart and reappointed in 1902 by Mayor Collins. Besides a wife he left two sons and five daughters, John H. Buckley, Jr., and Frank A. Buckley, Mrs. Annie Crowley, Mrs. Josephine A. Robbins, Mrs. William Bowman, Miss Ella Buckley and Sister Henrietta. He was a member of Mt. Vernon Council K. C., Boylston School Assoc., Suffolk Assembly R. S. G. F., Bostonian Society and Old Schoolboys' Asso. He lived at 146 K St.



SAMUEL M. BURROUGHS, undertaker at 110 Dorchester Street, was born in Lynchburg, Va., in 1860 and is a son of Henry A., and Elizabeth C. Burroughs. He received his

education at Lynchburg, and, concluding his studies, entered the undertaking business with relatives, and for several years was engaged in it both in Madison, New Jersey and New York City, graduating as an embalmer at the latter place. He came to Boston in 1890 to accept a position with Lewis Jones & Son and, after remaining with that concern for about a year, he accepted a position



with J. B. Cole & Son. He remained with the latter firm until 1900 when he leased his present place of business and has conducted his own establishment since that time. Mr. Burroughs married Emily A. Scofield of Stamford, Conn., in 1897, and resides at 112 Dorchester St. He is a member of Bethesda Lodge 30, I. O. O. F., Mt. Washington Encampment 6 and the So. Boston Citizens Association.

WILLIAM CAINS, retired, South Boston's grand old man, one of the most estimable citizens of the district, was born on B Street, June 25, 1814, of Thomas and Mary Cains. His father, the pioneer glass manufacturer in the United States, came to this country from Bristol, England, in April, 1811, and started an establishment at the westerly corner of B and West Second Streets. In the brick building originally built for the Boston Window Glass Company. In 1819 the business was moved across the street where a larger building was erected. There it was that William learned the business which he later managed in conjunction with a brother-in-law, Mr. Johnston, the elder Cains retiring temporarily. In 1857, on the death of Mr. Johnston, Mr. Cains, Sr., again took up the business, which he continued until his death in 1866. For four years thereafter William Cains conducted the business, but finally retired to private life. He has always resided in South Boston, and even now, after a residence here of eighty-eight years, he is just as much endeared to the district as he ever was. It is with much pleasure that Mr. Cains reviews the history and growth of South Boston, the loyalty of its citizens during every period, the prosperous times of the active industrial period from 1860 to 1885, of the beautiful natural appearance of City Point in its early days, and particularly of the prosperous period of his father's business when more than one hundred and fifty men were employed. Through the courtesy of Mr. Cains, many interesting reminiscences and events of old South Boston's history are narrated in this book. In the old Cains residence, corner of B and

Portrait
on
Page 482.

West Second Streets, an illustration of which is given on page 123, were entertained many royal personages, including prominent Russian military officials. Rev. Father Mathew, the apostle of temperance, was at one time a guest at the Cains mansion, and there was a strong friendship between the two. Thomas Cains, father of the subject of this sketch, was a most zealous and loyal citizen of this district. He was an expert in the art of mixing the materials to make flint glass and thoroughly understood all the other branches of the business. Frequently, in the midst of the most flourishing times at Mr. Cains' glass works, fire destroyed the plant, but heroically Mr. Cains reconstructed the buildings and thus was secured the name of the concern, Phoenix Glass Works. William Cains resides at 557 East Fourth Street.

FRANCIS A. CAMPBELL, lawyer, was born in South Boston, September 19, 1865. His father was Frank Campbell, for years a well known resident and business man of the peninsula district, who died several years ago and who was held in high esteem by all who knew him. His wife, the mother of the subject of this sketch, was Mrs. Rose Ann (Shevlin) Campbell, and still lives in the old homestead in this district. Frank, as he was familiarly known, attended the old Francis Parkman School, Silver Street, and, after graduating from the Lawrence School, attended the Boston Latin School. He then attended Mt. St. Mary's College, Emmetsburg, Md., graduating in 1886. He entered Harvard Law School and subsequently was admitted to the Suffolk Bar, having received the degrees of B. A. and A. M. During his course in the Law School he figured prominently in athletics, was a member of the Harvard Varsity base ball team and, in 1887 and 1888, was catcher, doing excellent work behind the bat. His base ball career is well remembered by his fellow students and the people of South Boston, and he is yet the possessor of handsome prizes for being the best all round player and for securing the best batting averages.



Mr. Campbell, on being admitted to the Suffolk Bar, immediately commenced the practice of his profession, and he now enjoys a large clientage, with offices at 701 and 702 Tremont Building. In the fall of 1897 he was nominated by the Democrats for the School Board, and was elected for the subsequent three years, served on many of the important committees and was prominent in debate. He is a member of the Catholic Union, the New England Catholic Historical Society, life member of the Harvard Law School Association, of the Harvard Graduate Athletic Association, the Hasty Pudding Club, D. K. E., the Boston Athletic

Association and other organizations in Boston and vicinity. He is ranked among Boston's leading lawyers. Mr. Campbell married Miss Mary O'Donnell who belongs to one of the prominent and leading Catholic families of Boston. Mr. and Mrs. Campbell now live in Boston.

HENRY CANNING, druggist since 1857, born in Boston, June 3, 1842, of Samuel and Mary Canning, was educated in the public schools. Largely as a vocalist Mr. Canning



is known in South Boston, where, since 1874, he has been a member of the St. Augustine's church choir. In 1861 he was bass soloist in the chapel on No. Grove St., West End. In 1862 St. Stephen's Church was established, and for 13 years Mr. Canning sang there. He has frequently been heard in concert, opera and oratorio, and never refused

a request for his services when possible to comply. In his 40 years choir work he has participated in more than 4000 church services. Mr. Canning was 8 years president and 20 years trustee of the Mass. College of Pharmacy, past president of the Mass. State Pharmaceutical Asso., Boston Druggists' Asso. and the National Retail Druggists' Asso. and a member of the School Board, 1885 to 1888. His business is at 109 Green St. and he resides at 840 5th St.

CAPT. WILLIAM J. CASEY, foreman Municipal Printing Department, was born in South Boston, August 15, 1870, and attended the Lawrence and Evening High Schools.



He then learned the printing trade with Rand, Avery & Co., and has continued it ever since. He enlisted in Co. I, 9th Regt., Feb. 25, 1889, as private, advancing through the various grades to his present position of Regimental Adjutant, with rank of Captain. He was mustered into the U. S. Vol. at South Framingham, May 10, 1898, served through the

Spanish War as 1st Lieut. of Co. I, mustered out Nov. 26, 1898, and, on reorganization, was chosen to his present position. Prominent in athletics from 1889 to 1894, he competed for the Trimount Athletic Club, 9th Regt. Athletic Association and the B. A. A., in leading games throughout the country. He is a member of Maj. M. J. O'Connor Camp L. S. W. V., Old Guard of Mass., So. Boston Council, K. C., and Div. 58, A. O. H. He resides at 316 E St.

CHARLES H. CAREW, restaurateur and confectioner, the former at 482 Broadway and the latter at 473 Broadway, was born in South Boston, Oct. 12, 1860, of John and



Elizabeth Carew, well known residents of the district. He attended the Lincoln Grammar and Boston Latin Schools and at the age of 16 went to New York where he learned the printer's trade. At the age of twenty he returned to Boston, worked as compositor on the "Boston Courier", later a proof-reader on the "Boston Star", and for six years was employed in the composing room of the "Boston Herald." In 1894 he opened a small restaurant at 482 Broadway which, receiving his constant attention, became the present large establishment. In April, 1900, he purchased the ice cream and confectionery business of Edwin Barber which he has since conducted successfully. In June, 1897, he married Miss Ellen Terry, has two children, Charles and Helen, and lives at 77 Dorchester Street.

WILLIAM J. CASSIDY, undertaker at 457 West Broadway, and 120 Harrison Ave., Boston, is a son of William T., and Ellen E. (Harvey) Cassidy, and was born in Toronto,

Canada. He received his education there, graduating from the grammar school in 1884, and Reynard College, in 1887. The succeeding year he secured a position with a prominent Toronto undertaker. In 1895 Mr. Cassidy went to New York, where he took a course in the Sullivan School of Embalming. He then came to Boston and opened his establishment



on Harrison Ave. The following year he became a resident of South Boston and in 1901 he opened a place of business at 457 West Broadway. He resides at 381 Broadway. Mr. Cassidy is past grand knight of Franklin Council K. of C., and a member of St. Jerome Ct., M.C.O.F., Div. 12, A. O. H., Court Volunteer of the Hub, F. of A. Boston College Asso., Boston Council, R. A., City Point Catholic Asso. and Catholic Union.

CHARLES J. COLLINS, refractionist and optician, was born in Columbia, S. C., and is the son of John and Mary A. (Murphy) Collins. At an early age he came to South



Boston with his parents and has been a resident of the district since that time. He graduated from the Lawrence School, after which he entered the English High School and, on concluding his studies there, he engaged in the granite business with his father. He was appointed an examiner at the Boston Custom House later, where he

remained until 1892. He has held various positions under the city government since then. He began the study of ophthalmology in 1901 and later entered the Klein School of Optics, receiving his degree in 1903. He is financial secretary of Redberry Council, No. 117, Knights of Columbus, of which he is a charter member, and is also a member of the Mosquito Fleet Yacht Club. He married Miss Nellie A. Roth, and they reside with their daughter Marie at 134 K St.

JOSEPH W. COLLINS, manager for G. H. Hammond Co., selling dressed cattle, sheep and hogs, was born in Providence, R. I., August 19, 1849, of Michael and Susan

Collins. He attended the Line Street (parochial) and later the Summer Street (public) Schools. In 1861, at the age of 12, he removed to South Boston, where he has since resided and has been identified with its interests. On his arrival in Boston he entered the employ of Peter McAleer, provision dealer on West 4th Street, and later worked in one of the Faneuil Hall stalls, after which he was in business for himself in South Boston, and then worked for Swift & Co., Chicago packers, and in 1893 assumed management of the Boston interests of the Hammond Co., in the Clinton Market. Mr. Collins is married, has five children, Joseph, Mary, John, William and Henry, and lives at 627 East 3rd St. He is a member of St. Vincent de Paul Conference, Royal Arcanum and the Workmen.



JOHN CONNOR, grocer and provision dealer, Broadway, near I Street, was born in Boston of Patrick and Anastasia Connor. Early in childhood he came to South Boston and has resided in this district ever since. He first attended the Mather School on West Broadway, and was then a pupil at the Lawrence Grammar School on B Street, but left the latter place before graduating and entered Comer's Commercial College where he took a commercial course. He then went to work for his father, a leading grocer and provision dealer of South Boston. On the retirement of his father from business, Mr. Connor went to work as a manager for Daniel A. Noonan, in the same business, at the corner of I Street and East Broadway. Here he remained for about twelve years, and January 1, 1886, he started in business for himself and has been thus engaged ever since, one of the leading business men of this district, and one of the most respected men in the entire community. His place of business is at 618 East Broadway where he also resides.



During his residence in South Boston Mr. Connor has ever affiliated himself with matters pertaining to the welfare of the district, and for many years he has been a member of the South Boston Citizen's Association, and was one of the early members of the City Point Catholic Association. He is also a member of South Boston Driving Club, and one of the original members of the South Boston Historical Society, serving on the important committee on the celebration of Farragut Day, June 28, 1896. Mr. Connor is also a member of the Lawrence School Alumni Association.

January 1, 1878, he married Miss Elizabeth T. McManus, daughter of the late James McManus, one of the pioneer settlers of South Boston. They have one daughter, Miss

Anna Elizabeth Connor. January 2, 1903, Mr. and Mrs. Connor celebrated the 25th anniversary of their marriage, and were the recipients of sincere congratulations and hearty well wishes from their host of friends and business men of the district.

THOMAS J. COLLINS, clothing cutter, was born in Westport, Ire., Oct. 28, 1869. His parents were John and Bridget (Halligan) Collins. He attended school in his native town,



the Christian Brothers being his teachers, and, on his arrival in this country, he attended the Evening High School several years. Since 1882 he has resided in South Boston and has been identified with its interests and prominent in politics and various organizations. He was apprenticed to Leopold Morse & Co. as a clothing cutter, and has since

been employed by that house at 135 Washington Street. He was elected to the Legislature for 1902 as an Independent, having previously been in the Common Council (1898 and 1899), has been president of Div. 7, A. O. H., was state president of the Clan-na-Gaels and twice a delegate to the A. O. H. conventions. He is also a member of Winthrop Council, Royal Arcanum and Wolfe Tone Branch of the Clan-na-Gaels. He lives at 166 West Third Street.

WILLIAM F. CONLEY is a son of John and Mary Conley and was born in South Boston, where he resided the greater part of his life. He received his early education in

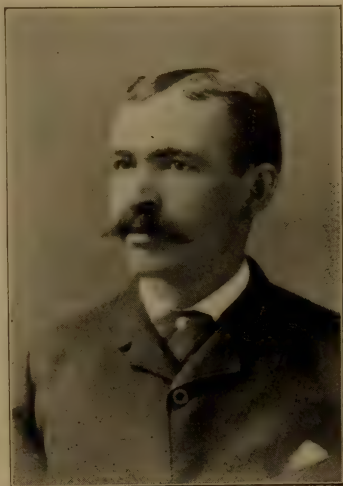


the public schools of the district and graduated from the Lawrence Grammar School. Finishing his studies there he entered Holy Cross College, Worcester, Mass., where he continued his education. During his school days he figured considerably in athletics and in those years there probably was no one better known in amateur rowing, in New England, than Mr. Conley. His career as an oarsman began about 1887 and he won many events until he became champion amateur oarsman of New England. He possesses a large collection of valuable trophies, won in the many events in which he participated. Mr. Conley married Miss Mary A. Foley and they reside on Columbia Road, Dorchester. Mr. Conley is a member of the Shawmut Rowing Club and the Mosquito Fleet Yacht Club.

MICHAEL J. CORLISS, importer and dealer in bottled wines and liquors and also groceries, was born in Galway, Oct. 15, 1859, of John and Mary Corliss. He came to this country at an early age, becoming a resident of South Boston when but five years old. He attended the Lawrence Grammar School and then went to work as a clerk in a grocery store where he remained five years and in 1880 started in business for himself on West Broadway, near E Street. In later years he moved and is now located at 354 and 360 West Broadway, catering entirely to a family trade in fancy groceries and fine wines and liquors, possessing one of the largest establishments of its kind in the district. It is located near E Street. Mr. Corliss was one of the first in South Boston to branch out in this line of business, catering especially and almost entirely to a family trade.

Throughout his entire residence in South Boston he has won for himself a high place among the business men of the city. A warm admirer of South Boston he has ever been interested in the district and is an active member of the South Boston Yacht Club, the Mosquito Fleet Yacht Club, Robert Fulton Council of the Knights of Columbus, South Boston Conclave of the Improved Order of Heptasophs and was an original member of the South Boston Historical Society. In all of these organizations he is deeply interested, and he took active part in the doings of the Historical Society, when it was flourishing and did so much for South Boston's good.

Mr. Corliss has always taken a very active part in all athletic sports and events in the district. As a business man of South Boston for nearly a quarter of a century Mr. Corliss stands among the foremost for reputable and conscientious dealings. As a resident of the district nearly all his life he knows full well its needs and advantages. He lives at 358 West Broadway.



ROBERT COX, one of the health commissioners of Boston, and manufacturer of horse food, came from Ireland to the United States in 1860, at the age of fourteen. His father was a well-to-do farmer and prominent trader the larger part of which consisted in the shipping of horses, cattle and butter to England. Being the eldest son, Robert Cox received a good practical education, attending school from the age of seven up to the time he left Ireland. He secured a good business training by accompanying his father to fairs and market. He was ever of a robust, healthy nature and today has wonderful vitality. Shortly after arriving in this country he enlisted in Company G of the 32nd Mass. Regt. from South Boston, being but sixteen years of age.

On account of his youthful appearance he was twice rejected but he was finally accepted on giving his age as twenty-one. Like all of Massachusetts' loyal patriots he upheld the Northern cause, and also joined the army for the purpose of learning the science of war, hoping, if he returned to Ireland and opportunity presented itself, to lead his countrymen against the landlords of Ireland, such as had robbed him of his lands. Robert Cox has a splendid war record. His regiment joined McClellan on the Peninsula and was at the surrender of Lee at the Appomattox Courthouse. He was wounded in the battles of Gettysburg, the Wilderness, Spottsylvania Courthouse, and in front of Petersburg. At Spottsylvania Courthouse he received a severe wound in the right chest and right arm which limb he came near losing. After this battle, while wounded, he was taken prisoner with 1400 of his corps, and, after nine days, was recaptured. He was in the hospital when Confederate General Early made a raid on Washington and, although his wounds were not healed and his arm in a sling, he volunteered to go to the defence of Washington. He went, but was obliged to return to the hospital, and again, before he recovered, he asked to be sent to his regiment, and he rendered good service at the Battle of Weldon Railroad. He was ever ready to volunteer for any extra hazardous duty in picketing and skirmishing, and in these he achieved honors for bravery. He was twice recommended for promotion for bravery on the battlefield, before he was eighteen, but his



youth alone prevented the attainment of such deserved honors. In 1889 he was presented with a beautiful memorial of his brilliant army record signed by ten field and company officers of his regiment.

Mr. Cox has been particularly active in politics since 1870, and served several years in the Democratic Ward and City Committee and was a member of the Common Council in 1876 and 1877. In the year 1879 he received the nomination for senator in South Boston, winning the three wards against his opponent. After receiving the nomination, however, his name was omitted from the ballot at midnight before election day and his friends hustled to get out ballots bearing his name. By many excellent authorities of that time he is said to have been elected, but was counted out,

an easy thing to do in those days. He has been a leader among the Democrats of the city and identified with many important campaigns. He has sacrificed much in behalf of his friends in politics, spending large amounts of money.

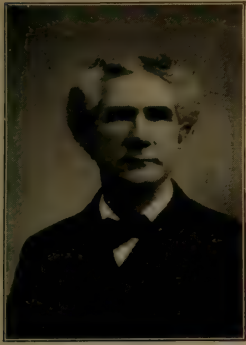
As an organizer and political manager, South Boston has never had his superior, and but few, if any equals. From the very beginning of a political contest or campaign and until its close he was ever alert and planning for the interest of his side. He conducted P. A. Collins' campaign when he was chosen president of the Democratic City Committee and engineered the Collins' senatorial campaigns three years, including the memorable contest against Supt. Johnson of the South

Boston Railroad. Mr. Cox also conducted the Collin's congressional campaigns, and in the famous contest against Hon. Joseph H. O'Neil, Mr. Cox was chief marshal of an immense parade.

During his service as health commissioner he has been a strong advocate of many sanitary improvements in South Boston and has ably served with Dr. Durgin and Mr. A. E. Pillsbury on that very responsible board which guards the health of the people of Boston.

Mr. Cox married Miss Josephine F. Williams of Roxbury, well known for her remarkable beauty and loveliness of character. As a result of the happy union there were nine children, four of whom survive. Mrs. Cox is now deceased. Mr. Cox resides at 775 East Broadway.

CHARLES COX, superintendent of the L Street bath, was born in the County Fermanagh, Ireland, June 9, 1854, of Robert and Margaret Cox. Coming to this country at an early age, he attended school in Bridgewater, Mass., and graduated from the grammar school of that place. He removed to South Boston in 1864 and has been a resident of this district ever since. After leaving school he worked at upholstering and later went into the liquor business for himself. He has always been interested and identified with South Boston affairs. A thorough athlete and expert swimmer, he was appointed superintendent of the L Street bath in 1897, succeeding Daniel Regan, who, for a score of years had occupied the position and who died in that year. Mr. Cox has been very efficient in this position and has ever been zealous in his attentions to the patrons, among whom are numbered leading men of this city and Harvard College. He lives at 775 East Broadway.



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DAVID W. CREED, real estate and insurance broker, is a son of Michael and Ellen C. Creed and was born in South Boston Nov. 5, 1867. He received his education in the public schools, the Andrew Grammar and the Evening High School, and first entered business as a commercial traveller. His office is in Bethesda Hall Building, 409 West Broadway.



He was elected to the Massachusetts Legislature in 1901 by the Democrats of Ward 15, but the following year was defeated in the caucus. He then became the Citizen's candidate and was elected at the polls, leading the ticket. Mr. Creed is a member of many organizations including Mt. Washington Lodge, A. O. U. W., South Boston Citizens' Association, St. Augustine's Court, M. C. O. F., Knights of St. Rose, Knights of Columbus, Mosquito Fleet Yacht Club, St. Augustine's C. T. A. Society, St. Augustine's Conference, Catholic Union, A. O. H. and other organizations. He is single and resides at 26 Gates St.

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JAMES A. COOK, dealer in hardware and wall papers, born corner of 5th and F Sts., is the son of John F. and Mary Cole (Perkins) Cook. Educated in the Mather and Lawrence Schools, in 1867 he became a clerk in the hardware store of William G. Bird, and in 1868 entered the employ of John Q. Bird on Broadway. In January, 1878, he started in business for himself, and a year later his partner, C. Gardner Copeland, having retired, he formed partnership with Rufus K. Wood. In July, 1880, the firm of Cook & Wood removed to 287 Broadway. In April, 1887, the partnership was dissolved, Mr. Cook continuing the business to the present time. In 1900 he removed to 385 Broadway where he is at present. He married Miss Ella M. Disney and has one son, George L. Cook, an architect. Mr. Cook is past master of Gate of the Temple Lodge and a member of St. Matthew's Royal Arch Chapter and past commander of St. Omer Commandery, K. T.



JAMES F. CREED, lawyer, 409 West Broadway was born in South Boston, December 4, 1869, and is a son of Michael and Ellen (Carey) Creed. He graduated from the Andrew Grammar School in 1883, and then attended the Boston Latin School, after which he entered Boston University Law School, graduating from the latter in June, 1895, being chosen as class orator at the commencement exercises. In 1894 and 1895 he was elected by the Democrats to the House of Representatives from Ward 15. He married Miss Agnes G. Sherry on June 23rd, 1897, and they have three children, Eleanor Carey, Marjorie and William Carey Creed. Lawyer Creed is a member of West End Council, K. of C., St. Augustine's Court, M. C. O. F., St. Augustine's C. T. A. Society, Winthrop Council, R. A., Mt. Washington Lodge, A. O. U. W., and the Knights of St. Rose. He resides at 26 Gates Street, and has his business offices in the Bethesda Hall Building, corner of F. St. and Broadway.

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DR. WILLIAM P. CROSS, physician, 491 East Broadway, is a son of the late James J. and Mary A. (Bligh) Cross. He was born in South Boston and has always resided here.



He received his education in the public schools of this district, graduating from the Andrew School in 1888. He entered Harvard Medical School later and after a thorough course received his degree of M. D. in 1896. Shortly after, he entered the Carney Hospital as housephysician,

and served as superintendent of the Floating Hospital during the season of 1897. He also performed services in the out-patient departments of the various hospitals of Boston.

Dr. Cross is a member of Harvard Medical Society, Harvard Medical Alumni, Pere Marquette Council Knights of Columbus, and Trimount Conclave I. O. H. He is medical examiner for Trimount Conclave and for the Prudential Life Insurance Company.

CAPT. JAMES A. CULLY, born in New Haven, Conn., Oct. 25, 1872, of Matthew and Katherine Cully, came to So. Boston in 1873, attended the Hawes, Bigelow and



English High Schools, and in 1890 entered the employ of the Walworth Manufacturing Co., at 132 Federal St. He has risen to be manager of the foreign orders and pipe cutting department. His business associates presented him a sword on his departure for the Spanish War. July 1, 1890, he enlisted in Co. I, 9th Regt., advancing

rapidly. He was in service at Santiago, returning in command of his company. December, 1899, he was chosen captain. He is a member of Maj.

M. J. O'Connor Camp L. S. W. V., Old Guard of Mass., Mass. Comd., Naval and Military Order of the Spanish American War, So. Boston Council K. C., and the Boston Branch, Soc. of the Army of Santiago. Capt. Cully married Katherine L. Quigley, has one child, George Quigley Cully and resides at 115 Gth St.

DENNIS M. CRONIN, dealer in old metals, junk, etc., was born in Cork, Ireland, Sept. 8, 1850. When a year and a half old Mr. Cronin came to Boston with his parents, and at-

tended the Dwight School from which he graduated in 1864. Shortly after this, in August 1864, he removed to South Boston and has been a resident of this district ever since. For many years he worked with his father in the metal business, and later started in for himself, being now located at 140 Dover Street where he has a large establishment.



Particularly in political circles is Mr. Cronin well known, having been chairman of the Ward 14 Democratic Committee eight years and he has been prominently identified with the leading campaigns of the city and state. Mr. Cronin married Miss Mary Kelly, daughter of Hugh Kelly, and has six children living, Euphemia, John, Walter, Margaret, Neil and Agnes. He lives at 56 P Street. Mr. Cronin is a member of Div. 13, A. O. H.

MICHAEL F. CURRAN, law student, was born in South Boston Nov. 30, 1875. His parents were Patrick A. and Bridget

(Walsh) Curran, esteemed residents of the peninsula district.

Michael graduated from the Lincoln Grammar School in 1890, attended the English High School in 1890 and 1891, Boston Latin School in 1891-1892, graduated from St. Joseph's College, Kirkwood, Mo., in 1897 and from the Boston University Law School in 1902. Mr. Curran is now located with Porter and Sigliano, Pemberton Square.



Deeply interested in Democratic politics, Mr. Curran was president of the Democratic Club of the Boston University Law School and was elected to the Legislature for 1903. He has served as secretary of the City Point Catholic Asso. and is a member of Div. 66, A. O. H., and the Somerset Associates. In 1902 he married Miss Margaret C. Canning and they have one daughter, Marguerite Curran. He lives at 728 E. Third St.

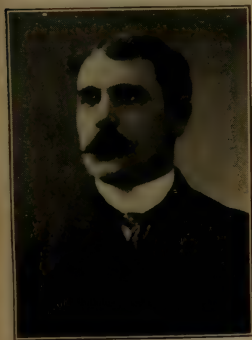
MICHAEL J. COLLINS, born in Fermoy, County Cork, Ire., July 8, 1851, of James and Ellen Collins, was educated in the Brothers' School there, and came to South Boston

in 1865. He served his time as a brick-layer and then, three years, was foreman for a large contractor, superintending, among other works, the Dorchester Bay Tunnel. Started contracting in 1875 and is now of the firm of Collins & Ham, 119 Boston St. Among his large contracts was the Chestnut Hill pumping station, several sections of



the improved sewerage, and large part of Blue Hill Ave. Boulevard. He has been chairman of the Ward 16 Democratic Committee six years and elected to the Legislature for 1903. He is a member of A. O. U. W., the American Order of Fraternal Helpers, N. I. A. A., and the A. O. H. for thirty years. He married Miss Hannah Flanagan, has seven children, James P., Mary F., John J., Edward A., William, Anna and Katherine, and lives at 121 Boston St.

CHARLES A. CURTIS, druggist, 373 West Broadway, was born in Danvers, Mass., in 1869 and is a son of Thomas and Bridget Curtis. He received his early education in the public schools of his native place, graduating from the Tapley Grammar School in 1882, after which he attended the Danvers High School. He then entered the employ of his brother, George S. Curtis of Peabody, who conducts a drug store at that place, and began the study of pharmacy. Later he attended the Massachusetts College of Pharmacy.



He was registered in February, 1892, and in 1894 came to South Boston and established a business at 226 West Broadway. Shortly after he opened another store at his present stand and for a time conducted both, but he disposed of the former in 1899. He is a member of South Boston Council, Knights of Columbus, Mosquito Fleet Yacht Club, Massachusetts Pharmaceutical Association and the South Boston Druggists' Association.

CLEMENT H. COLMAN, lawyer, was born in Boston, Nov. 23, 1871, of Henry J. and Hannah J. Colman. When five years of age he removed to South Boston, graduated from

the Lawrence School in 1885, and the English High School in 1888. For three years he worked in a lawyer's office, after which he was in the insurance business for himself. He was clerk for the Democratic State Committee and then, having a fondness for law, he studied a year in the office of William H. Baker, and, in 1902, with

no other opportunity to study and without attending law school, he took the bar examination and was admitted. His office is at 494 East Broadway. Mr. Colman, in 1892, married Miss Sarah A. Terry of Roxbury, who died in 1899. He has one child, Henry F., and lives at 221 Gold St. Mr. Colman has long been identified with Democratic politics and in the fall of 1902 was elected to the Common Council for 1903. He is archon of Trimount Conclave, I. O. H.



JOSEPH DAVIS, fruit merchant and grocer, was born in Fayal, one of the Azores, July 24, 1854, worked on his father's farm until he was 12, when he came to America, and became a citizen at 21. He first settled in Little Compton, R. I., remaining there 16 years, working on a farm, and in 1882 came to Boston. He bought a store on Washington St., opposite the Cathedral, launching into the fruit business, continuing ever since. He came to South Boston in 1886 and opened a store at 802 East 5th St. By close

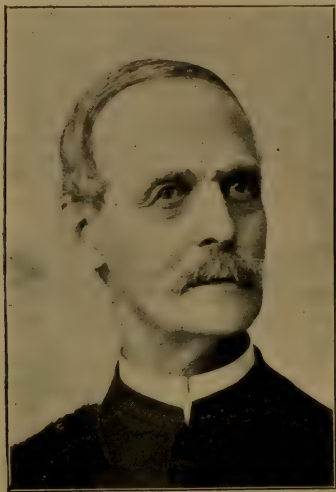


attention to business his trade increased so that soon he opened another at 751 Broadway and for 12 years has also dealt in fine groceries in both stores. He was the first fruit dealer in South Boston to ripen bananas and other fruits by artificial means, in his own place. He has large real estate interests and pays large taxes. In 1884 he married Mary G. Higgins and has four children, Frances M., Arthur J., Emma J. and Ruth L. and lives at 802 East Fifth St.

WILLIAM STOUGHTON DILLAWAY was born on Purchase St., Fort Hill, Boston, May 27, 1817, of Thomas and Mary (Vaux) Dillaway. His father was, for his whole lifetime, engaged in the extensive business of fitting out ships, in the days when foreign shipping in Boston was among the most extensive business interests of the country, and was located on Dillaway's Wharf, foot of Purchase St., occupied in olden times by Samuel Dillaway, an old time Boston merchant, and father of Charles Knapp Dillaway, at one time master of the Boston Latin School and for whom the Dillaway School in Roxbury was named.

The family progenitor was William Dillaway, who distinguished himself as a trooper in King Philip's War, and who is believed to have emigrated from Minchinhampton, England.

The subject of this sketch was educated in the public schools of Boston, under Master Fox, and was for many years engaged in making pianofortes with the old-time firm of Timothy Gilbert



WILLIAM S. DILLAWAY.

& Co. Mr. Dillaway was deeply interested in the anti-slavery movement with Mr. Gilbert, and rendered many and valuable services in assisting escaped slaves. He moved to South Boston in the early forties, and was always highly respected for his honesty and integrity of character. He was a soldier in the War of the Rebellion, and enlisted at the outset in the Second Rhode Island Regt.; under Col. William Sprague, afterward governor of that state. He died in Boston Sept. 14, 1901, at the age of eighty-four years. Mr. Dillaway was married to Ann Maria Brown of Portsmouth, N. H., and the children were Maria E. A. Dillaway, wife of Henry D. Simpson, Charles O. L. Dillaway, president of the Mechanics' National Bank, and William E. L. Dillaway, counsellor at law.

WILLIAM EDWARD L. DILLAWAY, lawyer and president of the American Pneumatic Service Co., is one of the best known of South Boston's former residents. He was born in the district, Feb. 17, 1852, educated in the grammar school and the English High School and finished under private tutors and graduated from the Dane Law School, Harvard University, in 1871, with the degree of LL. B. In the office of A. A. Ranney and Nathan Morse, he pursued his studies, diligently and faithfully, until, on Feb. 17, 1873, his 21st birthday, he was admitted to the bar. Even before this he had argued cases before the full bench of the Supreme Court. Mr. Dillaway quickly forged ahead, soon taking rank with the leading attorneys of the city, until, about 1885, he was engaged as counsel for the Bay State Gas Co., and this occupied the greater part of his time. With his remarkable ability and wide experience, he gave excellent service in this very important position and was sole counsel in the matter of combina-



WILLIAM E. L. DILLAWAY.

tion of the gas companies of Boston. Through his influence and ability these large interests were placed on a sound financial basis, and for eight years he was the managing director and counsel of the combination.

Ultimately, however, Mr. Dillaway withdrew from active participation in the affairs of the gas companies, though still retaining a large financial interest. He had been counsel for Henry M. Whitney and was one of the prime movers and counsel in bringing about the consolidation of the street railways of Boston. He also purchased the control of the Mechanics' National Bank, placing his brother, Charles O. L. Dillaway at the head, as president, and the present large offices, at the corner of Washington and Franklin Sts., were occupied

for the rapidly increasing business. Interested in the new idea of extending the use of pneumatic tubes for the transmission of mail and parcels underground, Mr. Dillaway became president of the American Pneumatic Service Co., and under his direction was built the system that carries the mail from the General Post Office to the North Union and to the South Union Stations, and also connects the Essex St., Back Bay, South End, Roxbury and Dorchester sub postal stations, making the largest and most complete pneumatic tube postal system in the world. By this system all letters are transmitted between stations in about one minute's time. Mr. Dillaway is also at the head of similar systems now under construction in Chicago and St. Louis. Among the other important interests of Mr. Dillaway are his management, as a trustee, of the Robert B. Brigham estate and the control of this estate of over \$5,000,000 left by Mr. Brigham for the establishment of an hospital for incurables in Boston.

Mr. Dillaway was the Fourth of July orator in 1888 and is a pleasing and forceful speaker. Although now removed from South Boston he still retains his love and admiration for the old peninsula district. He is a student and lover of art, and has a large and magnificent collection of oil paintings and etchings by the great masters, and has a beautiful home at 80 Commonwealth Avenue. Mr. Dillaway has participated in nearly all of South Boston's Evacuation Day celebrations.

DR. PATRICK H. DEVINE, dentist, 938 Dorchester Avenue, Dorchester, was born in South Boston in 1873. He is a son of Patrick and Ellen (Shevlin) Devine. Dr. Devine



was educated in the public schools of this district, graduating from the Bigelow Grammar School in 1890. He then attended the English High School for one year and left there to enter Comers' Commercial College. Finishing his studies there in 1892 he entered the city surveyor's department where he remained for two years. In 1896

he entered Boston Dental College, and, after taking the full course, graduated with his degree in 1899. He immediately began practice and has been very successful. Dr. Devine is a member of Savin Hill Council, Knights of Columbus, Bay State Conclave, Improved Order of Heptasophs and the Catholic Alumni Sodality. He resided at 383 West Fourth Street until 1897 when he moved to his present residence 53 Roseclair Street, Dorchester.

DR. JOSEPH FRANCIS DELAHANTY, dentist, 279 Dorchester Street, is a son of Patrick and Monica Delahanty and was born in Kilkenny, Ire., May 24, 1876. He attended St. John's School there, and, coming to South Boston in 1887, entered the English High School. Finishing his studies he entered the employ of Shepard & Norwell as cashier. Later he took a course in civil engineering at the Massachusetts Institute of Technology and for three years was engaged in that business.



He took up the study of dentistry at Tuft's College, finishing the course in 1901 with the degree of D. M. D. He then began practice at his present location. From 1892 to 1895 he served in Major Follett's Light Battery and from 1896 to 1897 was a member of the Second Brigade Signal Corps. He is a member of South Boston Conclave, I.O.H., Massachusetts Dental Society, Boston Catholic Alumni Sodality and Battery A Veteran Ass'n. He married Miss Anna C. Flynn, June 26, 1901.

JOHN J. DORGAN, grocer and provision dealer, born in County Kerry, Ire., Feb.

1, 1852, of John and Julia Dorgan, came to this country in 1857, attended school in Newmarket, N. H., Lawrence and Lowell, Mass. He worked in the Pacific Mills, Lawrence, came to So. Boston in 1868, learned wood carving with Christopher Blake, remaining nine years, attended a drawing and designing school and the South Boston School of Art. In 1877 he started in the grocery business, moving to his present location,



531 Third St., in 1884, building up a large business. Mr. Dorgan is married, has four children, Mary A., Edmond, Julia and John, and lives at 632 E. Third St. He is treasurer of Winthrop Council, R. A., member of So. Boston Council, K. C., A.O.U.W., Heptasophs, Charitable Irish Society, N. E. O. P., American Fraternal Helpers, New England Grocers' Asso. and So. Boston Citizens' Asso., and was secretary of St. Vincent Conference of the Gate of Heaven Church.

WILLIAM DEVINE was born in the County of Tyrone, Ireland, in March, 1827. When yet a lad he came to the United States. In the early fifties, he settled in South Boston, and, beginning in the year 1859 he was engaged in the North River flagging stone business at the corner of Fourth and Foundry Streets and, continuing at this, until the time of his death, which occurred December 21, 1876. He was one of the pioneers in this line of business in the Eastern New England States. His widow, Margaret Devine; and six children survived him: John A., James V., Dr. William H., Annie G., (Mrs. George F. H. Murray,) Catherine A., (Mrs. John T. Kaler), and Mary C., (deceased.)

JOHN A. DEVINE was born in South Boston. He graduated from the Lincoln School in the class of 1872 and afterward attended the English High School and also Boston College. He has been engaged in the real estate and insurance business at 485 East Broadway since 1890. He is a member of the Ancient Order of United Workmen and of the South Boston Citizens' Association. Mr. Devine married Miss Mary Driscoll, and has three children, Austin F., Hilda M. and Herbert.

JAMES V. DEVINE, engaged in real estate and insurance business, was born in South Boston, and for many years lived in the district. He graduated from the Lincoln Grammar School in the class of 1874 and then attended the Mass. Institute of Technology, taking the course of practical mechanics. He has since been very well known in real estate and business circles of South Boston and Dorchester, having erected many dwelling houses in both of these districts, and, since 1896, he has been engaged in the real estate business at 927 Dorchester Avenue. Since 1890 Mr. Devine has made his home in Jamaica Plain. Mr. Devine married Miss Charlotte E. Richardson and has four children, Robert, Alfred, Francis and Margaret.

DR. WILLIAM H. DEVINE, was born in South Boston. He was educated in the public grammar, English High and Boston Latin Schools of his native city and was graduated from the Harvard Medical School with the degree of M. D. in 1883. The same year he was appointed house officer at the Carney Hospital. He was visiting physician to the Suffolk County House of Correction from 1886 to 1889. He then became out patient physician to the Carney Hospital, and, in 1896, was appointed visiting physician, which position he still holds.

Dr. Devine received the appointment of assistant surgeon of the Ninth Regiment Infantry, M. V. M., July 16, 1883, and was promoted surgeon

March 1, 1884. He was appointed and commissioned medical director, with the rank of lieutenant-colonel, on the staff of the Second Brigade, Sept. 11, 1897. At the outbreak of hostilities with Spain, he gave up this office of brigade surgeon, and accepted the position of second assistant surgeon, with the rank of lieutenant, in his old regiment, the Ninth Massachusetts Volunteer Infantry, and was commissioned May 8, 1898. June 8, 1898, he was promoted to brigade surgeon and on June 23, of that year, he was assigned to the First Brigade, First Division of



WILLIAM DEVINE.

the Second Army Corps. August 26, 1898, Dr. Devine was made acting chief surgeon of the Second Division of the Second Army Corps. After five months of continual service he was honorably discharged and returned to his home in South Boston in October, 1898. After the war Dr. Devine resumed his office of medical director of the Second Brigade, M. V. M.

Dr. Devine is a member of the Massachusetts Medical Society and other medical societies. He is also a member of Maj. M. J. O'Connor Camp, No. 4, L. S. W. V., Columbus Court, M. C. O. F., and several local organizations. Dr. Devine married Miss Katherine G. Sullivan and has five children, William H., Dorothy, Katherine, Paul and Joseph.

PATRICK DUNN, dealer in hay, grain and wood and coal, was born in the town of Munstereven, County of Kildare, Ireland. His parents were Patrick Dunn and Maria (Mitchell) Dunn, well known residents of his native place. While at the same time helping his father at his work, young Dunn attended the Blake School in the County of Galway, where he received his early education. Like unto others of his race he heard stories of great opportunities from across the ocean and he came to America when a young man.



In 1859 he removed to South Boston and has been a resident of this district ever since. Throughout his residence in this district Mr. Dunn has been deeply interested in its affairs and of the city. In his youth he served five years in the Second Artillery of the United States Army and participated in the second Seminole War, serving under General Harnett. Throughout his career in the army he ever distinguished himself, winning much praise from his superior officers, and, when his services were no longer needed by his country, he retired to a business life. He was for many years (from 1878 to 1896) inspector and weigher of hay and straw, and in the latter year he bought out the hay and grain establishment at the corner of Dorchester and Bolton Streets and has since conducted this business, one of the largest establishments of its kind in South Boston. He is well known to the business men of the district and stands high in the estimation of his fellow citizens.

He married Miss Mary Sullivan, daughter of Laurence Sullivan, an old resident of the district, and has three sons and three daughters, Margaret M., Mary E., Catherine, John H., (well known in military circles, member of the Ninth Regiment and who served in the Spanish War and the Philippine Campaign,) William M. and Patrick. He is a member of the Gate of Heaven Church and is interested in many of its societies. An ardent admirer of South Boston, he is interested in its welfare, and for many years has manifested a deep public spirit. He lives at 874 East Broadway.

CAPT. JOHN H. DUNN, claim agent for the Boston street commissioners, was born in South Boston August 1, 1869, his parents being Patrick and Mary (Sullivan) Dunn. He attended the Lincoln Grammar School and Comer's Commercial College, and in 1885 went to work for his father at the Boston & Albany hay sheds, assisting him as an inspector and weigher of hay. In 1890, on becoming of age, he became an inspector himself and remained in that position until the outbreak of the Spanish War in 1898. Always of a military turn of mind, Capt. Dunn joined Co. I, of the Ninth Regiment, Sept. 21, 1888, and was promoted to the position of second lieutenant May 6, 1891, first lieutenant in 1892 and captain in 1895. At the outbreak of the Spanish War he went to the front in command of Co. I, serving throughout the Santiago campaign and until he was taken sick, July 25, 1898. He was then sent to Egmont Key, Florida, and when his strength had sufficiently returned he was sent home. He was mustered out of the service, Nov. 26, 1898. On the reorganization of the regiment he was elected to his former position as captain of Co. I. July 5, 1899, he was appointed captain in the 28th Infantry, United States Volunteers, and served throughout Wheaton's expedition in the Southern Luzon. He returned to America April 14, 1900, and was mustered out May 1, 1901. He was designated by President McKinley with a lieutenantancy in the regular army and was recommended for brevet-major of volunteers by President Roosevelt in 1902 for distinguished service in the presence of the enemy at Cavite Province, Island of Luzon.



From Ward 14 he served in the Common Council in 1895, 1896, 1897 and 1898, and has taken a prominent part in the politics of the ward. On his return from the Philippine Islands he renewed his activity in Ward 14 politics and assisted in the Collins campaign in 1901. He was appointed claim agent by Mayor Collins in 1902, and has an office in the Tremont Building. In 1896 he married Miss Lucy J. Matthews of South Boston and resides on East Broadway.

JOHN M. DOYLE, restaurateur and lunch room, was born in Sterling, Mass., Jan. 15, 1875. He is the son of James E. and Anna F. (Gately) Doyle. He was educated in the



schools of his native town, going through the primary, grammar and high schools. In 1895 he came to Boston and started in on a small scale in the lunch business, leasing a lunch cart and locating in Scollay Sq. His motto has ever been to give the best goods at moderate prices and he was successful from the start. In 1897 he purchased the restaurant at 227 West Broadway,

where he is now located, and since then, by conscientious dealings and strict integrity he has built up the present large business which he directs and controls. Early in 1902 he enlarged his establishment to just twice its former size. Mr. Doyle is a splendid example of South Boston's self-made men. He is a member of Division 58, Ancient Order of Hibernians, and resides at 122 F Street.

WILLIAM J. DRUMMOND, restaurateur and councilman in 1903, was born in South Boston, Feb. 9, 1867 of William and Ellen O'Connor Drummond. He attended the Capen Primary and the Lincoln Grammar Schools, and, at an early age, went to work for the Walworth Manufacturing Co., where he remained nine years, then on the West End Street Railway Co. and then in the insurance business. In 1896 he opened a restaurant at the corner of Emerson Street and East Broadway which, owing to increased



business, was removed to 621 East Broadway. In 1900 he also opened a restaurant at 902 East Second St. which he still continues. Mr. Drummond was elected to the Common Council in the fall of 1902. He is married to Miss Margaret Curry and they have four children, William, Frances, Henry and Margaret and they live at 876 East Broadway. Mr. Drummond is a member of Defender Lodge 280, N. E. O. P. and the Somerset Associates.

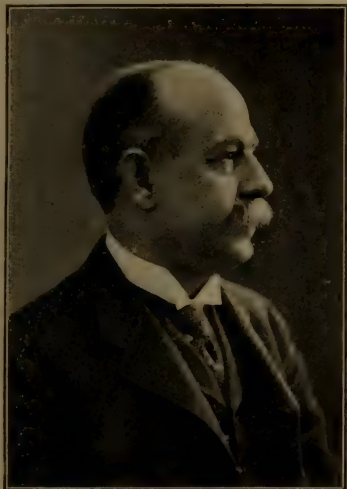
JOSIAH DUNHAM, deceased, proprietor of the first rope walk in South Boston, and a leading man of his time, was born in New Bedford, being descended from the earliest settlers of Plymouth. Early in life he came to Boston, served an apprenticeship at rope making and first commenced the manufacture of cordage on his own account in a rope walk in the vicinity of the present Boylston Street, Boston. In 1807 he purchased considerable land in the vicinity of B Street, South Boston, and built a handsome residence and rope walk where he continued in the manufacture of cordage until the close of 1853. He was prominent in the agitation for the building of the North Free Bridge, served in the Common Council in 1833 and the three following years was a member of the Board of Aldermen. He erected many large dwellings and stores, many of which are yet standing, and while a member of the Board of Aldermen successfully urged the grading of many streets in the district. He died April 28, 1857, 82 years of age.

JOSIAH DUNHAM, JR., was born in Boston in 1804, and removed to South Boston with his father, also engaging in business with him. He was in the Common Council in 1837, 1849, 1850 and 1851, and in the Board of Aldermen in 1854 and 1855. The setting apart of Dorchester Heights as a park was his project. He died April 17, 1877.

JOHN H. DYER, of the firm of P. Dyer & Son, boot and shoe dealers at 269 West Broadway, is a life long resident of South Boston. He is a son of Patrick and Mary Dyer, both old and well known residents of this district. After finishing his studies, he entered the boot and shoe business with his father at 269 West Broadway the firm name at that time being J. & P. Dyer, and he has been affiliated with it since that time. The firm established business at this place in 1864 and it is the oldest establishment of its kind now in South Boston. After being in the employ of the concern from 1885 until 1892 Mr. Dyer became a partner in the firm and the name has since been changed to P. Dyer & Son. Mr. Dyer has resided at his present residence, 377 West Fourth Street, for several years. His establishment is one of the largest and best equipped in South Boston and carries an extensive stock of footwear which includes all of the many varieties of up-to-date boots and shoes.



BARNABAS ELDRIDGE, senior member of the firm of Eldridge & Peabody, 114-116 Tremont Street, Boston, is a former resident of South Boston, and is well known here both in social and business circles. Mr. Eldridge is a son of Barnabas Eldridge and was born in South Yarmouth, Mass., in 1847. He spent his early life in his native place, where he was educated in the public schools. Like many other young men, Mr. Eldridge thought that the city offered far better opportunities for advancement in business life, and he accordingly determined to leave home. When 19 years old he came to Boston where he began his business career with the firm of E. D. Everett & Company and later was in the employ of William G. Harris, both well known dry goods concerns at that time.



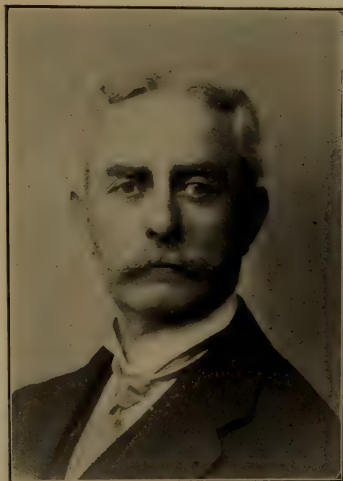
In 1869 Mr. Eldridge opened an establishment of his own at 42 Hanover Street, where he remained until 1872, when he came to South Boston establishing a dry goods business at 289 West Broadway. He remained at that place for 17 years. Later he moved his place of business to 291 West Broadway, where he had more adequate facilities for conducting his business, which had greatly increased. He continued at 291 West Broadway for eight years, and was one of the most successful business men in South Boston. Mr. Eldridge married Miss Elizabeth E. Harris, a daughter of William G. Harris, for whom he formerly worked. It was the death of Mr. Harris that resulted in Mr. Eldridge giving up his business in South Boston. Mr. Harris at the time of his death, October 29, 1897, was conducting an extensive carpet and furniture business at 114-116 Tremont Street, Boston. Mr. Eldridge and Mr. Peabody purchased this business and the entire stock from the heirs of William G. Harris, the name of the firm being Eldridge & Peabody.

Mr. Eldridge purchased and resided in the estate 516 East Broadway, but since leaving South Boston he has resided at the Parker House, Boston. He was formerly a director of the Mattapan Deposit and Trust Company, and prominent in South Boston's affairs.

JAMES ELLIS, of the James Ellis Company, furniture dealers, corner of West Broadway and B Street, has for many years been closely identified with business affairs of South Boston, and has conducted one of its largest furniture houses. He came here in 1884, when he continued the business formerly managed by A. G. Neary and C. H. Robinson, having as his partner Mr. Lewis, the firm being known as Ellis & Lewis. Consolidating with C. H. Robinson in the city, Mr. Ellis was, for six years, engaged in the in-town house, during which time he changed his residence from South Boston. In 1895 Mr. Ellis assumed charge of the old store on Broadway and has remained in charge ever since, the business having recently been incorporated as the James Ellis Company. Gradually increasing, the business recently has taken rapid strides and is not only confined to South Boston, but the out-lying districts, the company making a specialty of selling goods on the instalment plan. Mr. Ellis, while busily engaged in other matters, has the business managed by his son, William Ellis, who is thoroughly familiar with all its branches.

Mr. James Ellis is a member of the Ancient and Honorable Artillery Company and was sergeant of that organization in 1896 when that company made its memorable trip to London. He is also a member of the Boston Lodge, 10, of the Benevolent and Protective Order of Elks, South Boston Citizens' Association, Boston Athletic Association, Catholic Union, the Old Dorchester Club and Mt. Washington Lodge 115, Ancient Order of United Workmen. Although a resident of Boston, Mr. Ellis spends much of his time, particularly in the summer, the late spring and early fall on his magnificent farm in Blackstone, Mass.

Mr. William Ellis resides on Belfort Street, in Dorchester. He has assisted in the Broadway store many years during which time he has acquired a thorough knowledge of the business and directs the many representatives of the establishment in out-of-town places.



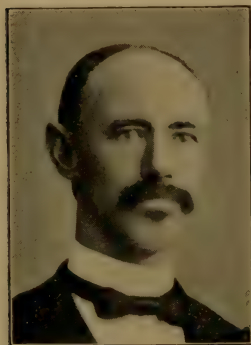
FREDERICK W. FARWELL, manufacturer of kindling wood, of the firm of Farwell Brothers, and alderman from the Ninth District, was born in South Boston, November 29, 1854, and is a life-long resident of this district. He received his education in the public schools, finishing at Eaton's Commercial School and then succeeded to his father's business, started in 1836, one of the oldest kindling wood establishments in the state and the oldest in South Boston. The business has always been, as it is now, located on Dorr Street and is now one of the largest of its kind in the entire city.



A Republican in politics Alderman Farwell has always identified himself with affairs of that party, ever taking part in caucuses and elections, and in 1897 and 1898 he represented Ward 16 in the Common Council, and in 1899 and 1900 served in the Massachusetts House of Representatives. He served on the important committee of harbors and public lands in both years, 1899 and 1900. He has been secretary of the Ward 16 Ward and City Committee, and, in the fall of 1901, was elected to the Board of Aldermen of Boston, serving in 1902 with Alderman Miller, both being from the Ninth District, Wards 16, 20 and 24, and in the fall of 1902 he was re-elected for the year 1903, serving with Alderman Stewart.

In the latter year he served on nearly all the important committees, among them the standing committee on electric wires, lamps, licenses and public improvements, joint standing committees on appropriations, finance, health, lamps, police, public lands, and the following departments: art, auditing, city clerk, city messenger, elections, engineering, institutions, library, ordnances and law, registry, statistics, street and water departments, and he was on the joint special committees on Evacuation Day, Fourth of July, Mayor's address. Memorial Day and rules and orders. He is a member of the North Dorchester Republican Club, the Old Dorchester Club, the Gentlemen's Driving Club, Massachusetts Lodge, F. and A. M. He is married and lives at 44 Harvest Street.

WILLIAM J. FEELEY, engaged in real estate business, was born in Ireland in 1856 and came to America when quite young. His parents were James and Mary



(Burke) Feeley. He received his early education in the National School in Ireland. He became a resident of South Boston in 1876 and has since lived in the district, a warm admirer of the section and a zealous worker in her interests. He married Mary Theresa Regan, daughter of John and Mary Regan of the South End and a graduate of the

Franklin School. They reside at Hotel Marie, Thomas Park, of which Mr. Feeley is the owner. Mr. Feeley has the care of a large amount of real estate and has charge of many investments in the same. He was a prime mover in the improving of Covington Street, and the building of granite steps there. He is a member of South Boston Council K. C., of the A. O. U. W., South Boston Citizens' Association, and for many years of St. Augustine's Conference.

FRANK R. FITZGERALD, dealer in wall paper and window shades, son of William E. and Annie Fitzgerald, was born in Gloucester, March 17, 1862. At an early age he

became a resident of Boston, and in 1873 removed to South Boston. He attended the Brimmer School on Common Street, and in 1889 entered the employ of the Hoyt Co. on Broadway and worked as paper hanger until May 1, 1899, when he joined with Charles J. Meissner, a well known painter, in a business which has since been conducted very successfully at 666 East Broadway.

Mr. Fitzgerald is married, has one daughter, Adola, and lives at 870 East 5th Street. In 1890 he was secretary of the Young Men's Republican Club and of the Ward 14 Republican Committee in 1890, 1897 and 1898. He received the Republican nomination for the Common Council in 1895 and the Senatorial nomination in 1900 and 1901. He was president of the South Boston Republican Club in 1900, and is a member of the Citizens' Asso., Aid Asso., and others.



MICHAEL E. FITZGERALD, master of the Christopher-Gibson School in Dorchester, is well known in South Boston. He was born in Rockland, Mass., Nov. 22, 1863, and is the son of John C. and Mary (Donavan) Fitzgerald. He graduated from the Rockland High School and in 1884 entered the Bridgewater Normal School. He graduated from the latter in 1887. Almost immediately after, he was selected as master of the Main Street Grammar School in Spencer, Mass. He remained in charge of that school until 1891, when he went to Framingham, Mass., to become master of the Lincoln Grammar School at that place, and while there studied law in the office of Walter Adams, Esq., being admitted to the Massachusetts Bar in 1897. Later he took charge of the Emily J. Wetherbee Grammar School, Lawrence, Mass., and it was while in charge of that school in 1901, that he was selected as sub-master of the Lawrence School of this district. His work has been of such a high order that when the Shurtleff Vacation School was decided upon in 1902, Mr. Fitzgerald was chosen to organize and conduct it, which he did with such success that the school proved to be the largest of its kind in the country. In the fall of 1902, when educational centers were inaugurated, Mr. Fitzgerald organized and was made master of the Bigelow Educational Center and conducted it during the season of 1902 and 1903 with remarkable success, there being 4361 registered pupils. He is a district deputy in the Knights of Columbus, a member of Cœur de Leon Council of South Framingham, of Division 30, A. O. H., Copley Council R. A., Middlesex Masters' Club, Massachusetts Teachers' Association, Middlesex Bar Association, Massachusetts Evening School Club, Boston Sub-Masters' Club, Young Men's Catholic Association of Boston. He married Miss Mary E. Brassill of South Weymouth and they have four children, Gerald Cushing, Robert Brassill, Walter Adams and John Cushing. Another son, the eldest, Pierce Edward, died in his third year. Mr. Fitzgerald was elected master of the Christopher Gibson School in 1903. He ranks among the foremost of Massachusetts educators.



CORNELIUS P. FLYNN, druggist, Andrew Sq., was born in Portsmouth, N. H., where he attended the grammar and high schools. He came to Boston in 1872 and was



bookkeeper for a manufacturing house. In 1878 he entered the drug business with his brother, W. H. Flynn, then located under Washington Hall. In 1884 they moved to the present store, Mr. C. P. Flynn, in the meantime, becoming a registered pharmacist. On the death of his brother, he became owner of the business. He is president

of the Mass. State Pharmaceutical Association, president of Apothecaries' Guild and of the So. Boston Druggists' Association, secretary of the New England Retail Druggists' Union, trustee of the Mass. College of Pharmacy, president of the Lonsdale Improvement Association, and a member of the executive committee of the Boston Druggists' Association, Ashmont Improvement Association, and United Improvement Council of Dorchester.

D. R. WILLIAM M. FLYNN, dentist, 474A West Broadway, was born in South Boston and attended its public schools. For several years he represented the Redpath Lyceum

Bureau, as acting manager of musical and literary celebrities. He accompanied John B. Gough on his last tour of California, and was associated with Mrs. Frank Leslie, Matthew Arnold, Justin McCarthy, M. P., the Remenyi concerts, the American tours of Mrs. Scott-Siddons, Sergius Stepniak, leader of the Russian Revolutionary party.

Withdrawing from a successful business career he entered Boston Dental School in 1892, was one of his class presidents and, graduating, began practice in South Boston, where he has acquired an extensive clientele. He is a member of St. Augustine's Lyceum, local representative of Mass. Dental Society, Catholic Alumni Club, So. Boston Citizens' Asso., Irish Charitable Society, Robt. Fulton Council, K. C., vice-president City Point Catholic Assn., and South Boston Conclave, I. O. H.





THOMAS W. FLOOD.

THOMAS W. FLOOD, contractor, of the Hub Construction Co., prominent in political affairs of the district and particularly Ward 14, was born in Ireland, Nov. 7, 1857, and came to this country when eleven years of age. He received the rudiments of an education in the national schools of his native place. Arriving in New York in 1868, he worked in the Loomis saw-mill. Twelve hours a day he labored and spent the evening in studying. In 1870 he came to Boston, making his home in South Boston, and has been a resident of the peninsula district ever since. For four years he worked for Thomas Johnson, grocery and provision dealer, corner of I Street and Broadway, collecting and delivering orders, and, in 1874, when the business changed hands, he continued in the employ of Daniel A. Noonan. During this period, also, he gave of his time to reading and studying and, when but a youth, long before reaching his majority, he manifested an interest in political affairs.

In 1884 Mr. Flood secured a position as clerk in the office of Superintendent of Streets, Michael Meehan, and remained there until 1889, when he was removed by Mayor Hart for political reasons, having been advanced to the position of chief clerk. For a few months Mr. Flood, then, was in the employ of H. Gore & Co., as foreman, and relinquished it only when he became a candidate for the Board of Aldermen in the fall of 1889. Wards 14 and 15 were then largely Republican. Mr. Flood received the Democratic nomination and in a three-cornered fight, with Alderman Samuel Kelly, the Republican nominee, and Hon. Charles J. Noyes, an Independent candidate, Mr. Flood was elected by 135 votes. From his very entrance into political office Alderman Flood has been a vigorous worker and ever thoughtful of the needs of his district.

In the fall of 1890 he was re-elected by a majority close on to 1300, and during the following year continued his excellent work. He was also re-elected for the terms of 1892 and 1893, but in the fall of the latter year, nominations being made by delegate votes in a convention, by representatives from every district in the city, he failed to secure a nomination in the convention. He, however, ran as an Independent Citizens' candidate, and, throughout the city, received more than 22,000 votes, the vote of the lowest successful candidate being 26,000

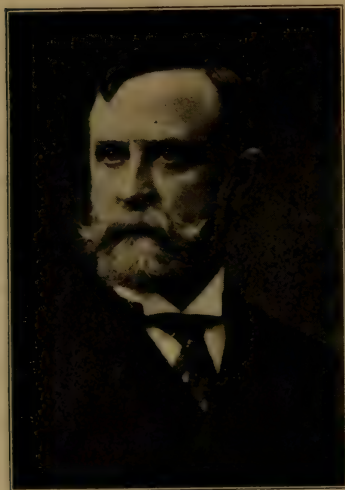
in a field of 25 candidates. The following year, however, he was nominated unanimously in the convention, led the entire ticket on election day, and served in the board of 1895.

At the opening of Mayor Quincy's administration, in 1896, the chief executive, recognizing Mr. Flood's experience and ability, appointed him to the important position of commissioner of wires, which he filled very satisfactorily and until 1900, when Mayor Hart went into office and decapitated the Democrats. Since then he has not held public office, but has been a leader of his party and recognized throughout the city as an active party worker.

No public official, representing South Boston, has ever had a larger or more sincere circle of friends, than has Mr. Flood. During his entire career, as an alderman and as wire commissioner, he was ever honorable in all transactions, an earnest student on matters of municipal government, and ever conscientious in all promises that he made. In the fall of 1892, the leading business men of the district, irrespective of party affiliations, endorsed his candidacy for re-election, and Republicans as well as Democrats, worked unceasingly in his interest. As an alderman, representing South Boston, he did much in securing for his district a fair share of the annual appropriations. He was a hard worker, during his first term, for the securing of an appropriation for the L Street Bridge, and was always interested in the Strandway and Marine Park, insisted on the proper care of Thomas Park, and was watchful for the good condition and care of the thoroughfares. As wire commissioner he did excellent service and retired with a splendid record of work done in that new and difficult department.

Mr. Flood is a member of Winthrop Council, Royal Arcanum; Mt. Washington Lodge 115, A. O. U. W.; South Boston Conclave, I. O. H.; South Boston Council K. of C.; South Boston Citizens' Association; Mattapanock Club of Ward 14; City Point Catholic Association; Division 13, A. O. H.; Mosquito Fleet Yacht Club; Young Men's Catholic Association of Boston College; Boston Lodge 10, Benevolent and Protective Order of Elks; Ancient and Honorable Artillery Company, Bay State Riding and Driving Club of Watertown. He is married, has one daughter, Mary Flood, and lives at 600 East Fourth Street.

HON. CHARLES T. GALLAGHER, lawyer, was born on Old Harbor Street, South Boston May 21, 1851. His parents were William and Emily Gallagher, who had moved from Dorchester about 1847, his father being all his life a dealer in stoves and ranges, corner of Broadway and Dorchester Avenue.



Charles first attended the Bigelow, then the Hawes and then the Lincoln School, and then, again, he attended the Bigelow School, graduating in 1865. In 1864, before he was 13 years old, he enlisted as a drummer boy in the 1st Unattachee Co. Mass. Infantry, known as the Lincoln Guards, and served four months. After the war he joined the 10th Massachusetts afterward known as the 1st Massachusetts, Volunteer Militia. After graduating from the Bigelow, he attended the English High School where he organized the first drum corps for any public school battalion. Prevented from entering Harvard, owing to ill health, he entered mercantile life, working in the pine woods of Canada a year and a half, and, on his return, continued his studies under a private tutor. In 1873 he took the first year's course in Harvard Law School, then entered the office of Hon. Ambrose A. Ranney and continued his studies in the Boston University Law School from which he graduated, with the degree of LL.B., in 1875, and was admitted to the bar the same year, and to the United States Supreme Court in 1882. He received the degree of A. M. from Dartmouth College in 1894. Since then he has continued active practice. For 12 years he was a member of the School Board, for four years president of the Board, was in the Senate in 1882 and twice refused the nomination for Congress. Prominent in Masonry, he has been Grand Master, a director of the Grand Lodge of Massachusetts and attained to the 33rd degree. He is a trustee of Boston University, is on the executive council of the Boston Bar Association, president

of the Art Club and the Art Commission, a member of the Exchange, Algonquin and University Clubs, and numerous other societies. In 1880 he married Nellie W. Allen, of Scituate. In 1898 he removed to Roxbury, where he still resides with his wife and three children.

HON. JAMES A. GALLIVAN, a street commissioner of Boston, was born in South Boston, at the corner of B Street and West Third Street, Oct. 22, 1866, of James and Mary Gallivan. He attended the Mather and graduated from the Lawrence School in 1879, from the Boston Latin School (with a Franklin Medal) in 1884, and from Harvard University in 1888, with the degree of A. B. He was for a time employed in the city architect's office and later followed journalism, writing for many of the leading Boston papers and securing a high reputation in the newspaper world. Ever interested in politics and affiliating himself with the Democratic affairs of Ward 13, he was elected to the Massachusetts House of Representatives for 1895 and 1896, in the Senate of 1897 and 1898, and in the fall of 1900, after a warm contest, he was elected one of the street commissioners of Boston for three years.

As a legislator, Mr. Gallivan was ever prominent in debate and was identified with numerous measures of particular importance to his constituency. When Federal Street was abolished to make way for the new South Terminal Station, Representative Gallivan introduced the famous bill for a Cove Street Bridge and extension of the street, and did much to secure its passage against tremendous opposition of this great corporation. He also introduced measures for the heating of street cars and the establishment of the sanitarium at Rutland, which institution has saved the lives of thousands of men and women of Massachusetts afflicted with incipient tuberculosis, by a system unequalled anywhere in the world, and eminently successful.

Commissioner Gallivan is captain and aide-de-camp on the staff of the Second Brigade, M. V. M., and a member of the Boston Athletic Association, the Athletic Association of Harvard Graduates, South Boston Council Knights of Columbus, Fraternal Order of Eagles, Old Guard of Massachusetts, Ancient Order of Hibernians and the Shawmut Rowing Club. In 1898 he married Miss Louise A. Burke, has one child, and now resides at 353 West Fourth Street.



DR. WILLIAM J. GALLIVAN, physician, member of the Boston School Board and prominent in educational circles, was born in Boston, Feb. 2, 1865, of James and Mary Gallivan, and came, with them, to South Boston, when quite young. He attended the Lawrence Grammar School on B Street, graduating in 1879, then from the Boston Latin School in 1884, from Harvard University, with the degree of A. B., in 1888, and from the Harvard Medical School, with the degree of M. D., in 1892, and immediately began practicing in South Boston.

No grander or nobler work was ever conceived by any member of his profession, than that of 1895, when, through his efforts, in securing valuable facts and information, and proving the necessity of such, a bill introduced into the Legislature by his brother, James A. Gallivan, for the sanitarium in Rutland, was passed, and sufferers from tuberculosis have since received much benefit and numerous cures have resulted. The hundreds of cases treated in that institution and the scores of permanent cures effected bear evidence of the immense value of the sanitarium, the idea of Dr. Gallivan.

A warm supporter of Boston's public schools and interested in educational matters, he was elected to the School Board in the fall of 1894, and, twice re-elected, each time for three years, he has served ever since. His present term expires at the close of 1903. Prominent and vigorous in debate and with an extensive knowledge of the needs of the public schools, he soon was foremost among the members in influence, and was president of the board in 1900 and 1901. Through his personal efforts the local high school was pushed to completion. He also rendered valuable assistance in securing a portion of the Bowdoin and Gibson funds for the schools of South Boston. He is a member of the Massachusetts Medical Society, Columbia Yacht Club, Mosquito Fleet Yacht Club, Charitable Irish Society, and the Massachusetts Catholic Order of Foresters. In 1894 he was married to Miss Charlotte Gilfether, and has a daughter, Agnes, and a son, William J. Gallivan, Jr. He resides at 743 East Broadway.



JOSEPH C. GALLIVAN, undertaker, son of James and Mary Gallivan, was born October 21, 1877, in South Boston. He attended the Lawrence School, from which he graduated and then entered the Boston Latin School. Later he studied pharmacy and was in the employ of D. J. Kiley and C. A. Curtis at different times. Later he took a course at the Massachusetts College of Embalming, entering his present business April 8, 1896, at 359 West Broadway. Mr. Gallivan married Miss Nellie Teresa Fitzgerald, October

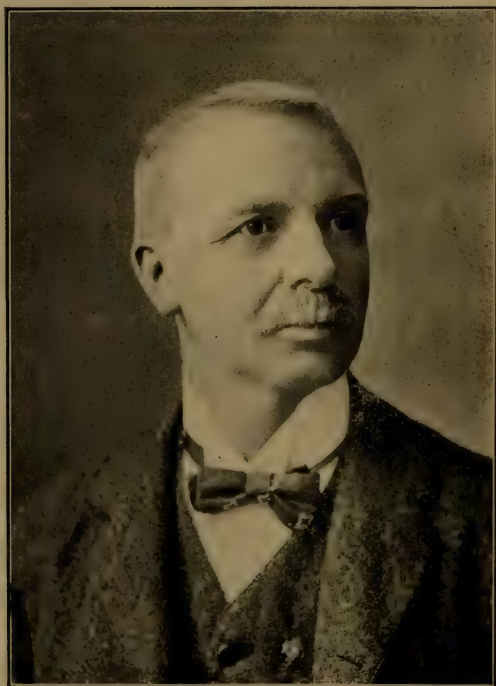


25, 1899. They have two daughters, Mary and Anna, and reside at 466 East Seventh St. Mr. Gallivan is past chief ranger of St. Michael's Court No. 70, M. C. O. F. and Our Lady of the Rosary Court 1034, C. O. F., past vice-president Acme Branch, C. K. A. and is deputy high chief ranger, M. C. O. F. He is a member of Trimount Conclave I. O. H., Division 32, A. O. H., St. Augustine's C. T. A. Society and the Massachusetts Embalmers Association.

DR. THOMAS J. GIBLIN was born in Lowell, Mass., Dec. 10, 1861. His parents were John H. and Mary A. (Hardiman) Giblin.

He removed to South Boston where he attended the Lawrence and Lincoln Grammar Schools, Boston College, and the Mass. Institute of Technology and graduated from the Harvard Dental School. In 1885 he opened an office at 491 East Broadway, and has since been located here. He has been identified with leading organizations and was one of the organizers of the City Point Catholic Association, and the Mt. Washington Co-Operative Bank, of which he is president. He is president of the Holliston Harness Co. and a member of the St. Vincent de Paul Conference, South Boston Council, K. C., M. C. O. F., Mass. Dental Society and the Odontological Society, and the N. E. Cath. Historical Society. He married Miss Mary E. O'Connor, has six children, Catherine, John, Thomas, Mary, Louise and Constance and lives at 37 Mayfield St., Dorchester.





DR. MICHAEL F. GAVIN.

DR. MICHAEL F. GAVIN, physician and surgeon, of 546 East Broadway, although not a native of this district, has been a resident here for many years and is one of its best known residents to-day.

He was born in Roscommon, Ireland, in May, 1845, and received his early education there under private tutorage, until he came to the United States in 1857.

On coming to this country he first took up his residence in the city proper residing there for some time. He immediately resumed his studies which were continued in the old Boylston Grammar School and under private tutors as well. Early in life he showed a great aptitude for the study of medicine, which was strengthened with increased study. Accordingly, his studies tended in this direction, and he finally fitted himself for the thorough study of this profession.

After taking a preparatory course and successfully passing the examination, he passed the entrance examinations for Harvard Medical School successfully and then took the entire course there, finally graduating from that institution in 1864 with his degree of M.D. He immediately entered the Boston City Hospital where he became senior resident physician. He remained with this institution about a year, only then giving up his position to go to the front for the Union.

He enlisted with the Fifty-Seventh Regiment, Massachusetts Volunteer Militia in 1865, having received an appointment as assistant surgeon. He remained with his regiment until it was mustered out at the close of the war and then returned to his home in Boston. He did not remain long, however, for desiring to still continue the study of his chosen profession and further fit himself for it he went to Europe.

The main object of his visit abroad was to make a thorough study of surgery and surgical methods, and with this object in view he first went to Ireland. There he entered the Royal College of Surgeons and after a year's study there received his diploma from that institution in 1866. Shortly after that he went to Paris and there entered the School of Medicine, where he took the post-graduate course.

This concluded he became affiliated with several of the hospitals of that city and continued his studies in these places remaining in Paris until 1868, when he concluded his studies

abroad and sailed for home. Arriving in Boston again he took up his residence on Harrison Avenue, where he immediately began active practice.

Shortly after his arrival he was appointed visiting surgeon to the out-patient department of the Boston City Hospital, which position he held for several years. About a year after his appointment he moved to South Boston, first taking up his residence at No. 11 West Broadway, and soon became one of the best known physicians in the district.

In November, 1876, he married Miss Ellen Theresa Doherty of New York and they returned to South Boston to reside. Shortly after, he moved to 99 West Broadway where they lived for several years, moving to their present home, 546 East Broadway, in 1887. Their residence, the old Souther estate, is one the finest in South Boston, not alone in construction but in location as well, being situated on the apex of Mt. Washington. From it an excellent view of Boston, Boston Harbor, the Blue Hills and many other places of interest can be had. They have two children, Basil and Miss Hilda Gavin. Since 1880, Dr. Gavin has been visiting surgeon to the Carney Hospital, and also consulting surgeon to St. Elizabeth's Hospital. He has been visiting surgeon to the Boston City Hospital since 1886, and from 1888 to 1891 he was professor of clinical surgery at the Boston Polyclinic. From 1878 to 1884 he was a trustee of the Boston City Hospital.

On several occasions Dr. Gavin has contributed to magazines and medical papers both at home and abroad, scientific treatise on various subjects pertaining to his profession. Notable among these was an article that appeared in the Dublin Medical Press on "The Treatment of Burns." Another and one that attracted widespread notice at the time, appeared in Appleton's Weekly under the title, "Comparative Statistics of Suicide."

Among the medical societies with which he is affiliated are the Boston Society for Medical Improvement, Massachusetts Medical Society, Boston Society for Medical Observation, American Medical Association, British Medical Association, and the Royal College of Surgeons. He is also a member of the Papyrus Club and is a director of the Mattapan Deposit and Trust Company.

DR. PATRICK F. GAVIN, physician, at 331 West Broadway, was born in Roscommon, Ireland in 1844, and is a son of John and Mary (Freebern) Gavin. He attended the Classical School in Roscommon and in 1863 he came to the United States with his parents and they took up their residence in South Boston where he resumed his studies. He entered Harvard Medical School in 1867, finishing the course in 1870, at which time he received his degree of M. D. He then took an examination for assistant as interne at the Boston City Hospital, was appointed, and served during 1871.



He then returned to his birthplace where he pursued the study of surgery for a period of sixteen months under Dr. Peyton. He next attended King and Queen's College of Physicians and Surgeons in Dublin, which is affiliated with Trinity College. At the end of his course there he received degrees in medicine and obstetrics.

Finishing his course in the college, he then entered Sir William Wilde's Eye and Ear Hospital, and after considerable service there, he then attended Madame Stephen's Hospital, and later did service in Meath Hospital, all of which are situated in Dublin.

He went from Dublin to Yorkshire, England, and from there to Devonshire, spending two and one half years at these places, during which time he continued his studies and practiced quite extensively. He then returned to South Boston, taking up his residence at 331 West Broadway, with his office at the same location, and he has practiced there since then.

Dr. Gavin, besides being medical examiner for numerous organizations, is a member of the Charitable Irish Society, the American Irish Historical Society, United Irish League, Division 57, Ancient Order of Hibernians, and other societies. He married Miss Mary Josephine Harding in 1883, and they have seven children, Marie, Agnes, Olivia, Gerald, Edmund, Frances and Constance. Dr. Gavin, during his long residence in South Boston, has taken considerable interest in its welfare and is numbered among its leading residents.

DAVID J. GLEASON was born in South Boston, July 14, 1864, of Bartholomew and Hannah Gleason, and was educated in the Lincoln Grammar School.



For many years he followed the trade of machinist, being employed at the Walworth Manufacturing Co.'s works on East First Street, and later in the employ of his brother, James F. Gleason. Affiliated with several young men's clubs and identified with politics in Ward 14, he was elected to the House of Representatives for 1898, re-elected for 1900, serving on the

committee on fisheries and game in the former year, and the committee on water supply in the latter. In 1901 he was again a candidate and served in the General Court for 1902, on the committee on harbors and public lands. He is a member of Trimount Conclave, I. O. H., Division 13, A. O. H., the Wickett Associates and the Mattapanock Club of Ward 14. He was six years on the Ward Committee. He lives at 865 West Broadway.

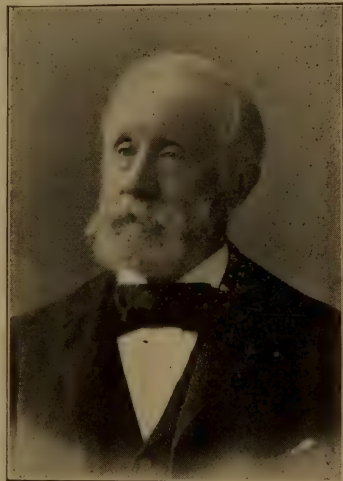
JAMES F. GLEASON, was born in Boston, August 8, 1862, of Bartholomew and Hannah Gleason, and was educated in the public schools of South Boston.

In 1881, after the death of his father, he continued the latter's grocery business on Dorchester Street for many years, and successfully cared for a large family. He was for many years an enthusiastic worker in the Democratic ranks and was rewarded by his party in 1892, by election to the Massachusetts House of Representatives for 1893, during which year



he served on the committee on fisheries and game, and, re-elected for 1894, he served on the same committee. He has continued a loyal party worker. He was at one time chief ranger of St. James Court, Massachusetts Catholic Order of Foresters, of which he is yet a member, Farragut Lodge 165, Ancient Order of United Workmen, the Tammany Associates of Ward 14 and several social clubs of the district. He lives at 865 East Broadway.

CAPTAIN ELIJAH H. GOODWIN, retired, is one of the best known of South Boston's citizens. He has enjoyed the distinction of having given long years of service to the fire department, and finally to the police department. He was born in Vineyard Haven, Mass., January 19, 1820, and ten years later, with his parents, removed to Scituate, where he attended school until he was fourteen years of age. For five years he worked in the store of Jenkins & Webb, and then went to Boston where he shipped on the "*Arab*," a ship of 600 tons, the largest vessel then sailing out of Boston. He sailed to Mobile, and then with a load of cotton started for Liverpool, and on this voyage the crew of the ship, comprising eight different nationalities, mutinied. The ship was burned to the water's edge, the crew saved, and returned to Mobile. August 5, 1839, young Goodwin came to South Boston and learned the trade of ship joiner. March 1, 1841, he joined the fire department, becoming a member of Mazeppa Company No. 17, and later was advanced to clerk, assistant foreman and foreman. In 1854 he resigned, owing to ill health, but in 1857 he joined S. R. Spinney Company No. 2, remaining until 1861, long after the introduction of the steam fire engines. Captain Goodwin recalls the experiences of the old South Boston engine companies, and has a vivid recollection of old South Boston. On resigning from the fire department he joined the police department, the date being March, 1861, and was detailed to Station 5 as a patrolman. April 1, 1863, he was promoted to lieutenant, was assigned to the Harbor Police, (Station 8) and in August, 1869, at his own request, was transferred to Station 10, where he remained until appointed captain, May 12, 1874, and assigned to Station 12, South Boston, remaining until his retirement, January 5, 1893. The Boston Police Department has never had a more honorable nor conscientious official than Captain Goodwin, ever faithful in the performance of duty and reflecting credit on the department. In 1849 he married Miss Emeline Simpson who died in 1893. He has a son and a daughter, Frank S. Goodwin and Mrs. M. L. Pierce. He lives at 196 K Street.



CAPT. ELDRED C. GLAWSON, who, from 1897 to 1900, was in charge of the City Point Life Saving Station, is well known in South Boston, particularly among the yachtsmen who frequent Dorchester and Pleasure Bays. Capt Glawson was born in Beverly, Mass., and received his education in the town of his birth. After finishing his studies he tried various branches of trade, but his natural trend appeared to be the sea, and he entered the revenue cutter service of the United States Government. He remained in the service for some time and was later connected with the lighthouse department. He then took the examination for the life saving service and, passing successfully, was appointed in 1896. Shortly afterward he was selected to captain the City Point Station and his record there was a most remarkable one, six persons being rescued in 1897, 19 in 1898 and 33 in 1899. He resigned in 1900. He is now master of a private steam yacht.



THOMAS R. GRIMES, druggist and apothecary, was born in South Boston, April 11, 1852, of Thomas and Ann Grimes. His father was one of the oldest residents of the district and died over 100 years old. Young Thomas attended the Hawes School, then the Lincoln School, and finally Boston College. In 1869 he entered the employ of Michael H. Gleason, 1121 Washington Street, the leading Boston druggist of that time, and there he remained until 1880 thoroughly learning the business, in all its branches, and otherwise advancing himself still further in the study of pharmacy. In 1880 he went into business for himself at the corner of Fourth St. and Dorchester Avenue, afterward removing to the corner of C Street and Broadway, and, in 1895, removed to his present location, corner of L and East Fourth Streets. He married Margaret H. O'Connor and had five children, of whom Thomas P., Anna C. and Robert A. Grimes are still living. He lives at 728 E. Fourth St.



HON. FREDERICK S. GORE, contractor, and prominent in political circles of the city, was born in South Boston, in old Ward 15, April 15, 1862. He attended the local primary and then entered the Bigelow Grammar School from which he was graduated.

In 1886 he went into the contracting business with the firm of Fred S. Gore & Co., and in 1892 he entered a partnership in the firm known as H. Gore & Co., contractors, which concern he is now connected with, their offices being located at 45 Kilby Street.



For many years he was interested in Democratic politics and in 1892 represented Ward 15 in the Common Council, serving on many prominent committees and ever taking an active part in debate and interesting himself in affairs for the good of his district and the general welfare of the city. With the redistricting of the city in 1895, Ward 15 was divided and Mr. Gore found himself in the new Ward 16 and there he was the Democratic leader for three years and until 1898 when he moved to Ward 24, Dorchester, his present residence. During the famous congressional campaigns of the early '90s, in the 10th District, Mr. Gore was treasurer of the district committee and prominently identified with the campaigns of Hon. William S. McNary, and in 1898 he was chairman of the district committee in the campaign of Hon. Henry F. Naphen for Congress. In the fall of 1902 he was urged to enter the field as a candidate for the Senate in the Seventh District, comprising Wards 16, 20 and 24, and, although it is a Republican district, his popularity was well attested by his election with a splendid majority. In the Senate of 1903 he performed particularly meritorious work as a member of the special committee on coal investigation. He was a delegate to the National Convention of 1896. Mr. Gore married Miss Cynthia Geddes and they have one child. Mr. Gore is a

member of the Heptasophs, Ancient Order of United Workmen, Independent Order of Odd Fellows, St. Omer Commandery of Knights Templars, Columbia Yacht Club, Beverly Yacht Club and the Dorchester Driving Club. He lives at 1016 Adams Street, Lower Mills.

JOHAN HAGERTY, milk dealer, has the distinction of being one of the first to enter the business in South Boston and is, at the present time, the oldest in this occupation in this district.

Mr. Hagerty was born in St. John, Newfoundland, 1844, and is a son of David and Abigail (Olden) Hagerty. In his native place he spent his early life and received his early education. His father, who was an architect and builder, was well known in St. John where he carried on quite an extensive business. In 1853, however, the senior Hagerty concluded to come to the United States, which he did, settling in Boston, and here his son's education was continued until the death of the father, a short time after, which compelled the cessation of his studies.

Shortly after this Mr. Hagerty secured a position with the well known firm of Whittemore, Rowell, milk contractors and dealers in milk, and who in later years were the originators of what is now the C. Brigham Milk Company. He worked for this concern for several years, and, through his thrift and industry, saved sufficient cash to establish a small business of his own, which he entered upon in 1861, at the age of 17 years, and he soon increased his trade to a remarkable extent.

Three years later he moved to South Boston, first residing at 601 East Seventh Street and, shortly afterward, he moved to his present residence 726 East Eighth Street where he has since resided. From the time he became of age, he has been very much interested in politics and is well known in the Democratic ranks, being one of its staunch supporters. He has participated in many exciting campaigns, a loyal follower of honest politics, and a true friend of loyal candidates. He served on the Democratic Ward Committee of Ward 14, in 1899.

Mr. Hagerty, in his long career, has given a start to many young men in the milk business. He is a member of Division 74, Ancient Order of Hibernians and the City Point Catholic Association and was formerly a member of the St. Vincent de Paul Conference of the Gate of Heaven Church.



TIMOTHY HANNON, deceased, contractor, was born in Bantry, on the river Lee, Ire., in 1819, moving to South Boston in 1845, after his marriage. Mr. Hannon was prominent in the district, particularly at that period in her history when the formation of South Boston was in progress, and it was largely through his efforts and zealous work that the formation took place, resulting in the present beautiful section. Mr. Hannon's specialty was street work, laying out and grading.

During the busiest period of his life, Mr. Hannon was the leading contractor in this line of work in Boston. His headquarters were on West First near E Street, and extended nearly to F Street. At the corner of E Street was the wheelwright shop, and next to that the blacksmith shop. Mr. Hannon built his own teams, made many of his own tools, and directed his entire force of men, which, at times, numbered 300. During a season when the rolling mill, which was the source of revenue for many South Boston workmen, closed down, Mr. Hannon

devoted to the interests and up-building of South Boston, philanthropic and generous in the extreme, courteous and kind, in fact a splendid specimen of a gentleman, and his death, in 1891, caused much sorrow throughout the district, especially to the older residents who knew him best.

FRANK J. HANNON, son of Timothy Hannon, was born in South Boston, attended the primary and later the Bigelow School. He attended Our Lady of the Angels Seminary at Niagara Falls, intending to study for the priesthood, but his inherent love for active business life led to his giving up his studies in this direction. He first engaged in the dry goods business, and then branched out in the teaming and excavating line. He is now one of the largest contractors in this branch of work in Boston. Early in his business career, he was engaged in excavating for the new building of the Perkins Institution for the Blind, corner of H and East Fourth Streets, and in this work he used the first steam shovel in Boston. Like unto his father's work of a score of years before,



TIMOTHY HANNON.



FRANK J. HANNON.

employed a majority of the men until the mill had reopened. He had more than 200 horses and his entire business represented a most complete system in perfect running order.

Way back in the fifties Mr. Hannon helped cut down old Fort Hill, in Boston. Shortly afterward he commenced the work of cutting down the old hills on East Fourth Street in the vicinity of H Street. Also in the fifties he was engaged in the big contract of cutting away the City Lands, and laying out that portion of East First, Second and Third Streets, east of L Street; he graded and laid out the streets there and helped lay out Independence Square. In the Bay View section his was the contract to cut through East Eighth Street, he graded a large portion of Broadway and later cut through what is now the Broadway Extension. He had all the city contracts and helped fill in the Back Bay. Mr. Hannon erected and lived in a handsome residence at 333 West Second Street which was beautifully laid out with walks and arbors, and surrounded by a magnificent garden. He was

Mr. Hannon removed the remnant of the old Indian hill, corner of I and East Fourth Streets, preparatory to laying the foundation for the new Gate of Heaven Church. Among the public thoroughfares cut through and laid out by Mr. Hannon, may be mentioned Storey Street, running from G to H near East Sixth Street, and much of the material taken was used in filling Marine Park at City Point, and also the Strandway. Among the larger contracts executed by Mr. Hannon have been the excavating for the Hotel Touraine, Masonic Temple, Colonial Theatre and the large Jordan Building. He has 80 horses and 42 teams, and stables on East First St.

Mr. Hannon married Miss Catherine G. Donnellan, and has six children, Gertrude, Catherine, Mildred, Marian, Frank Jr. and Gerard. He is a member of the Knights of Columbus, Master Builders Association, South Boston Citizens' Association, and is a director of the Mt. Washington Co-operative Bank. He lives at 579 East Broadway.

FRANK HALL, dealer in pianos and organs, was born at Port Lorne, Annapolis County, N. S., Aug. 22, 1870, of Albert J. and Lydia (Bent) Hall. In 1880 he came to



Boston, attending the Dudley School, Roxbury. After leaving school he began the battle of life at the lowest round of the ladder. For a year he was engaged in the selling of pianos and organs, and until 1893, when he went into the livery stable business on East 3rd St. In August, 1894, he assumed control of the big establishment on Broadway

near K St. In the spring of 1903 he sold out the stable and returned to his old business of selling pianos and organs. Mr. Hall married Miss Melissa G. Charlton, has had five children, of whom there are living Percy A., Warren F., Pryor W. and Frank C., and lives at 681 East Fourth St. He is a member of Hobah Lodge, I. O. O. F., Court Farragut, F. of A., Aid Asso., Citizen's Asso., Hope Commandery, O. G. S., and the Mosquito Fleet Yacht Club.

CLARENCE HALLETT, stationer and news-dealer, was born in Yarmouthport, Mass., in 1848, and attended school in his native place, continuing his studies in the Middle-



boro Academy. After leaving school he went into the piano business in Boston and, in 1884, established himself in his present business at 675 East Broadway, which he has successfully managed up to the present time. For twelve years, and up to 1902, he was proprietor of a similar establishment at 365 and 367 West Broadway, but this

he relinquished in order to give his entire attention to his business in the East Broadway establishment. Here he keeps a complete line of stationery, fancy goods, books, periodicals and papers. He possesses considerable real estate in the peninsula district, and is an active member of the South Boston Citizens' Association, the Ancient Order of United Workmen and the Independent Order of Odd Fellows. He lives at 568 East Broadway.

WARREN F. HALL, engaged in the teaming business, was born on Dorchester Street, South Boston, June 22, 1846. His parents were Leonard and Grace (Forrester)

Hall, longtime residents of the district. He attended the old Hawes School until the Lincoln School was established and he graduated from the latter. For a year after leaving school he worked for J. B. Glover, sugar brokers, then for Dexter Bros. and soon joined his father in the teaming business to which he succeeded in 1875 and has



continued it ever since, his office being now located at 57 South Market Street. Mr. Hall married Miss Henrietta Trafton of South Boston and they live at 758 East Fourth Street. He is a member of St. Paul's Lodge F. & A. M., Unity Lodge of the Ancient Order of United Workmen, the Ancient and Honorable Artillery Co., National Lancers, Mosquito Fleet Yacht Club and is an associate member of Dahlgren Post 2, G. A. R.

JOHN V. HALEY, dealer in coal and wood, corner of East Ninth and Dunham Sts., was born in Cambridge, Dec. 27, 1876, of John and Mary (Doyle) Haley. He came to South

Boston in 1885, attended the John A. Andrew School and graduated from the Hart School in 1891 and went to the English High School two years. In 1893 he went into the coal business with his father and, since the latter's death in 1902, has continued it alone under the name of John Haley & Co. He is single and lives at 218 L St. Mr. Haley is a member of St. James Court, Massachusetts Catholic Order of Foresters, of which he has been vice chief ranger, of Elm Hill Council 213, Knights of Columbus, of which he has been financial secretary and deputy grand knight, South Boston Speedway Association of which he is treasurer, Division 32, Ancient Order of Hibernians, St. Augustine's Catholic Total Abstinence Society and the Tammany Associates and other organizations.



E. MERTAIN HATCH, real estate, has been actively engaged in that line for over thirty years in South Boston. He was born Dec. 20, 1846, in the town of Jefferson, Lincoln Co., Me., his father and mother, Lot M. and Lucy A. (Oliver) Hatch, being natives of Nobleboro, Me., born before Maine became a state. His ancestors were English, the first of the family coming to Scituate, Mass., in 1634.

Although his father owned a well stocked farm, he also frequently built, under contract, many two and three-masted schooners at Damariscotta and other places, within six or eight miles of the farm. The subject of this sketch and his brothers carried on the farm, and in inclement weather assisted their father in building and ironing their carts and farm tools in the home blacksmith and carpenter shops. E. Mertain attended the town schools, winters, but not liking the all work and no play plan, at the age of 13 he struck out for himself. When 16 years old he went to Lowell, Mass., and engaged to learn the machinist trade at what was then called "the big machine shop," where for two years, with his school books near him, he worked at his trade. After that he returned to Maine, fitting for Bowdoin College at Lincoln Academy, teaching school during the winters of 1867, 1868 and 1869. In 1869 he taught in Southport, Me., what was then the largest and most difficult school in the county, and successfully finished his term, a result that no teacher had previously accomplished for more than five years.

Owing to the failure in investments which left him in debt, the college course was prevented. Declining assistance of the principal of the Academy, who kindly offered financial aid, in pursuing his studies, and refusing to borrow and thereby increase his indebtedness, he returned to Massachusetts in 1870, and entered the employ of his brothers, H. N. and M. L. Hatch, who carried on the stove and plumbing business in South Boston, taking charge of the store. After six years' struggle the Maine debts

were settled cent for cent, and in 1879 he bought the building where he is yet located, and entered the real estate business.

Politics was always of interest to Mr. Hatch, and, in the early seventies, he became a member and was elected chairman of the Republican Committee of his ward, which position he still holds, having served his party 23 years. He probably did more than any other man to send the Blaine delegates to the Republican National Convention of 1884, declining the honor of going himself, and had always been a Blaine man, recalling with pleasure how Mr. Blaine, in the campaign of 1868, called and dined at the old farm.

From 1884 to 1898, he was connected, for most of the time, with the Assessor's Department of the City of Boston, and for three and one half years of that time he was a member of the Board of Principal Assessors. In 1888, he was one of the Republican Presidential Electors, polling 183,887 votes, five less than the highest. He was a member of the Republican State Committee in 1893 and 1894.

Socially Mr. Hatch is a Mason, belonging to the Mt. Lebanon Lodge of F. & A. M. of Boston, St. Andrew's Royal Arch Chapter, Boston Commandery of Knights Templars and Boston Consistory of S. P. R. S., 32°, being a life member in all

Masonic bodies, and is also a member of Aleppo Temple, Mystic Shrine.

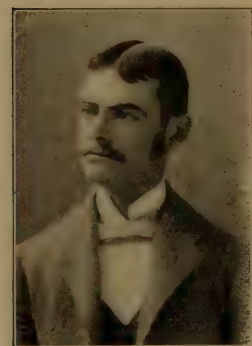
Mr. Hatch is the fifth in a family of twelve: Myrick L. Hatch, Concord, Mass., Mrs. Melissa S. (Hatch) Hilton, Jefferson, Me., Willard O. Hatch, California, Horace N. Hatch, South Boston, Mass., Llewellyn N. Hatch, Malden, Mass., Mrs. Jennie L. (Hatch) Johnson, South Boston, Mass., John M. Hatch, Pawtucket, R. I., Francis K. Hatch, Jefferson, Me., Mrs. Arlettie E. (Hatch) Smith, So. Boston, Ovando Hatch, Jefferson, Me., Mrs. Hattie E. (Hatch) English, Hyde Park, Mass. Of these Llewellyn N. Hatch, John M. Hatch, and Ovando Hatch are deceased.



E. MERTAIN HATCH.

DR. EDWARD T. HARRINGTON, veterinary surgeon, was born in Boston, July 2, 1869. From his youth a resident of South Boston, he first attended the Tuckerman

Primary School, graduating from the Lincoln Grammar School in 1883, the English High School in 1886, Veterinary Department of Harvard in 1890, and since then has followed his profession in South Boston, conducting a large practice. Dr. Harrington is married and lives at 873 East Broadway. He is secretary-treasurer of the



Massachusetts Veterinary Association and a member of the Catholic Union. Knights of Columbus, Mosquito Fleet Yacht Club, Boylston School Association, South Boston Citizen's Association, Massachusetts Veterinary Association and the American Veterinary Medical Association. As a resident of South Boston Dr. Harrington is public spirited, interested in the welfare of the district and one of her most loyal advocates.

JOHAN J. HARTNETT, proprietor of Wave Cottage, 835 East 6th St., born in County Limerick, Ire., Nov. 22, 1869, of John L. and Catherine M. Hartnett, was educated in the National School and afterward St. Michael's College, Limerick, taking a two years' course. After leaving college he was engaged in the dry goods business in his native city, and, in September, 1887, when he came to South Boston, he went into the liquor business, and later, for many years, he was manager for the Wave Cottage, the famous



seaside resort at City Point, of which he became proprietor in 1902. Mr. Hartnett, in 1897, married Miss Alice Graham, who died the year following. He has been prominent in Ward 14 politics, was chosen caucus warden for 1901 and he is a member of the Columbia Yacht Club, Mosquito Fleet Yacht Club, Div. 74, Ancient Order of Hibernians, Tammany Associates and the Mattapanock Club of Ward 14. He lives at 545 East Third Street.

WILLIAM J. HIGGINS, importer and dealer in bottled goods and family groceries, is a native of Pottsville, Penn., where he was born Nov. 24, 1847. He attended the public schools of that place for a few years and at an early age went to work in the coal mines in various places throughout that state, and until he was eighteen years of age. In 1866, having moved to Cambridge, Mass., he entered the employ of John Reardon & Sons. He remained at this work but a short time and then served his time in the American Steam Safe Company, and until 1875. In 1870 he became a resident of South Boston, and, after leaving the employ of the American Steam Safe Company, he went to work for the South Boston Iron Co., remaining there but two years.



In 1877 he started in the liquor business on West Broadway near D Street. Three years later he removed his business to the corner of I Street and East Broadway, giving up the place on Broadway. Under the firm name of William J. Higgins & Co., he has conducted the business corner of Broadway and I Street for many years.

Ever interested in local affairs, Mr. Higgins has been, for many years, a member of the leading organizations of the district and is now interested, as an active member, in the Mosquito Fleet Yacht Club, Robert Fulton Council of the Knights of Columbus, Division 47, Ancient Order of Hibernians, of the South Boston Yacht Club (since 1884) and of the South Boston Citizen's Association. Mr. Higgins was organizer and president of the City Point Rowing Club and was champion oarsman for many years, and in 1875 and 1876 took first prizes in the Fourth of July races. In 1878 he married Miss Elizabeth O'Brien and has four sons and four daughters; John E., William P., Mary, Francis, Margaret, Alice, Ruth and Thomas. Mrs. Higgins died in

1897. Mr. Higgins and family reside in the handsome mansion, 935 East Broadway, formerly the Benjamin Dean estate. He is a thorough business man, an exemplary citizen and is devoted to the interests and welfare of South Boston.

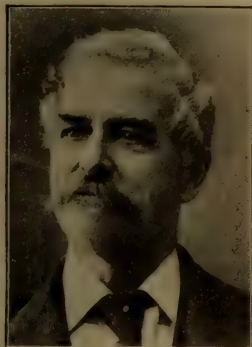
WILLIAM E. HICKEY, fruit dealer, was born in South Boston, Dec. 29, 1870, of Cornelius and Katherine Hickey. He attended the John A. Andrew School until he



was about 14 years of age, and for a year afterward worked in the law office of Judge Fallon, now of the South Boston Court. He then worked in the rolling mill of the Norway Iron Works, after which he drove hack for two years for John Quinn, and then entered the fruit business for himself, doing well at this for several

years. Even before attaining his majority he took an interest in politics in Ward 15, and in the fall of 1900 was elected to the Common Council, and a year later was re-elected, securing the nomination second in a field of seven. During his first year he served on the important committees of police, park, claims, Fourth of July, Decoration Day, Memorial Day, Evacuation Day, water department, ordinances and law department. He resides at 11 Lark Street.

CAPT. HENRY T. HUTCHINGS, deceased, March 1, 1902, one of the most highly esteemed yachtsmen of the district, one of its pioneer builders of yachts, was born in



Portsmouth, N. H., April 5, 1837. While living with an uncle at Kittery, who was a boat builder, he attended school and took to boating. He came to South Boston in 1866, worked eight years for Pierce Bros., then engaged in the business in the firm of Hutchings & Prior, building several of the fastest boats along the coast. During the

latter years of his life, he was engaged in the letting of boats and yachts at City Point, and frequently distinguished himself by saving lives in Dorchester Bay. He married Miss Pamela Keen of Kittery, Me., by whom there were five children, three of whom are now living, Mrs. Woodman, Lieut. George H. Hutchings, of the fire department and Mrs. Mills D. Barber. After the death of his first wife he married Miss Myra Lowell of Kittery.

HERMAN HORMEL, a son of Ernest and Albertina Hormel, was born in South Boston, Oct. 15, 1873. His early education was obtained in the public schools of this

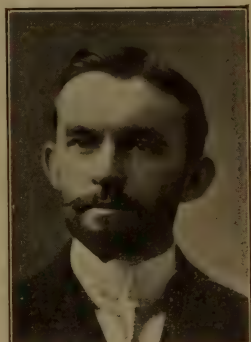
district, he being a graduate of the Lincoln Grammar School in 1885. He then entered the Boston Latin School, from which he graduated in 1891, and he then entered the Massachusetts Institute of Technology. Here he made a special study of chemistry, and graduated in 1895. For several years Mr. Hormel has been very active in



the Republican ranks in South Boston, particularly in Ward 14, having been a member of the Ward Committee for the past four years, and served as chairman during 1903. He has also represented his district in the Republican State Committee. Mr. Hormel is a member of Adelphi Lodge F. & A. M., St. Matthew's Chapter, St. Omer Commandery, Boston Council, Signa Alpha Epsilon Fraternity, and is sergt.-at-arms of the South Boston Citizens' Association.

DR. JOHN P. JONES, physician, 381A West Broadway, was born in Boston, May, 1874, a son of Timothy and Hanora (Nutley) Jones and came to South Boston in 1875, graduating

from the Lawrence School in 1889. He graduated from the English High School in 1892 and entered the employ of the Metropolitan Sewerage Commission as civil engineer, and was employed on surveys for the Elevated Road and city sewers. He entered Boston University Medical School, receiving his M. D. degree in 1901. During 1900



and 1901 he was resident physician of the Roxbury Dispensary. Immediately after receiving his degree, he established himself at 414 Broadway, and later at his present residence, 381A Broadway. He is a member of Farragut Lodge, A. O. U. W., Ben Hur Circle, C. F., Alpha Sigma Fraternity of B. U., Citizens' Asso., Div. 57, A. O. H., and SS. Peter and Paul's Ct., M. C. O. F., and examining physician for the two latter. In 1901 he married Miss Alice Agnes McLeod.

HON. BENJAMIN JAMES, deceased, in his time one of the oldest and most estimable citizens of the district, was born in the town of Scituate, Mass., August 24, 1814. His father was Dr. Elisha James, a practicing physician of that town for more than forty years. Both his parents traced their ancestry back to William White, father of Peregrine White. Benjamin attended school in his native town and in 1830 came to Boston and was apprenticed for four years to the house and ship joiner trade. Always interested in real estate matters he built 123 houses in South Boston, all of which are standing to-day. In 1860 and 1861 he was a member of the lumber firm of B. and G. B. James, Pope and Company, with yards, docks and mills on West First Street. In the latter years of his business life he devoted his time to the care of his real estate. He was for thirty-two years a trustee of the Hawes fund and for nine years its treasurer, the duties of this latter position being multitudinous, yet carefully attended to by Mr. James. For more than twenty years he represented South Boston in public offices in the city and state. He was a member of the Common Council for 1848 and 1849, in the House

of Representatives in 1850 and 1851, and the Board of Aldermen in 1852 and 1853 when the Board consisted of but eight members. He was re-elected for 1857 and 1858 and then served in that Board in 1866, 1867, 1868 and 1869. In the latter year he was chairman. With a thorough knowledge of the needs of Boston, and particularly of his own section, during his years of service in the Board of Aldermen, when there were no commissioners, the aldermen doing all the work, Mr. James did excellent service, the benefits of which are enjoyed to this day.

For several years prior to his death, Mr. James enjoyed the distinction of being the oldest living ex-alderman, and one of only four who had served eight years in that Board. He was an alderman during the administrations of Mayor Seaver (1852 and 1853), of Mayor Rice (1857), of Mayor Lincoln (1858 and 1866), Mayor Norcross (1867) and Mayor Shurtleff (1868 and 1869.)

During his last year as an alderman, when he was chairman, among the great improvements accomplished were the widening of Hanover St. from Court to Blackstone, Federal St. from Summer to First, Devonshire St. from State to Milk, Tremont St. from Boylston St. to the railroad bridge, and the extension of Broadway to Albany Street.

After his busy public career, he took a trip to California in 1870, with the Board of Trade, and in 1872 visited Europe, accompanied by Ex-Mayor Henry L. Pierce and James M. Bugbee. During the latter years of his life he remained mostly at home on Thomas Park, but even in his old age he made frequent trips to the city, and attended meetings of his organizations. He was a director of the South Boston Gas Light Co. for sixteen years, eleven of which



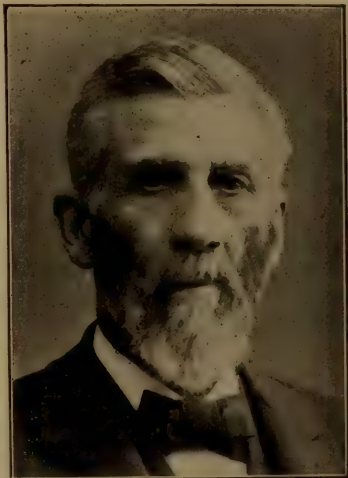
HON. BENJAMIN JAMES.

he was treasurer. He was a corporate member of the South Boston Savings Bank, a director of the South Boston Street Railroad, life member of the Massachusetts Charitable Mechanics Asso. and a trustee of the Franklin Savings Bank. He was also a member of the famous Boston Club.

Mr. James died at his home on Thomas Park, Saturday, April 13, 1901, at the age of 86. He left six sons, all of whom had reached manhood, George B., Elisha, Charles, Edwin, William and Benjamin. He was actively engaged in real estate matters up to the time of his death.

FRANCIS JAMES, engaged in the real estate business, was born in Scituate, Mass., July 16, 1819. His father was Dr. Elisha James, for more than forty years a practicing physician in that town. Few names can be mentioned more intimately connected with the growth of South Boston, than that of Francis James. He is descended from Pilgrim stock, being the sixth generation from Peregrine White. Removing to South Boston, April 18, 1837, Mr. James apprenticed himself to Luther Whitchee, of whom he learned the mason trade in all its branches, and has ever since that time resided on the peninsula, being to-day one of the oldest residents. In 1841 he was employed on the Bunker Hill monument in Charlestown. After it had been left in an incomplete state for many years he helped carry it to completion, walking back and forth to his task, from South Boston, and devoting more than twelve hours a day to steady work. He also built the old Gate of Heaven Church at the corner of East Fourth and I Streets, the old South Boston car stables on Broadway, and many other of the large buildings in the district. Mr. James is one of the few men living who can take pride in having actively participated in the building up of South Boston during that memorable period of the district's rapid growth, just after the War of the Rebellion. In 1849 he married Hannah Barker Briggs of Scituate, Mass., and in 1899 they celebrated their golden wedding.

Mr. James was, for many years, an assessor for the city of Boston, a director of the South Boston Horse Railway Company and of the South Boston Gaslight Company, vice president of the Howard Benevolent Society and treasurer of the Philips Congregational Church of which he has been a constant attendant from the days when it worshipped in the building at the corner of Broadway and B Street. In 1870 and 1871 he represented old Ward 12 in the Legislature. For many years he has been a director and vice president of the Mechanics National Bank of Boston and, although 84 years of age, he seldom misses any of its regular meetings. He resides at 495 East Broadway.



JOHN T. KALER, insurance broker, member of the firm of Curtis, Clark & Co., and Boston manager for the Agricultural Fire Insurance Co. of Watertown, N. Y., National

Union Fire Insurance Co. of Pittsburgh, Pa., British American Fire Insurance Co. of New York, N. Y., and North German Fire Insurance Company of New York, N. Y., representing assets of more than \$4,000,000, was born in Boston, Oct. 6, 1868, of John T. and Mary A. (Gough) Kaler. Graduating from the Lincoln School about 1882 he entered

the employ of Curtis, Clark & Co., 55 Kilby Street, and became a member of the firm in 1896, their present offices being at 114A Milk Street. He was a resident of South Boston from 1872 to 1900. He married Miss Kate A. Devine, has one child, Harold Kaler, and lives at 85 Waumbek Street, Elm Hill. Mr. Kaler is a member of the Boston Board of Fire Underwriters, Boston Protective Dept., Hull Golf Club and the Insurance Golf Association.



DR. HERBERT J. KEENAN, physician, was born in South Boston, Feb. 10, 1871.

He graduated from the Lawrence School, and then entered the English High School, from

which he graduated in 1889. He took the post graduate course the following year, after which he entered Harvard Medical School. After a thorough course he received his degree in 1894, and immediately began the practice of medicine at 279 West Broadway, his present location. Besides his regular practice, he is medical examiner

for several fraternal and life insurance organizations. In December, 1902, Dr. Keenan was elected to the School Board for three years. He is a member of the Harvard Medical Alumni Association, the Mass. Medical Society, So. Boston Council, K. C., So. Boston Citizens' Association, Catholic Knights of America, Nonpareil Conclave, I. O. H., Rosary Court, Catholic Order of Foresters of the United States and Canada, and the Union Fraternal League.



EDWARD W. KELLY, proprietor of the Broadway Bowling Alleys, was born in South Boston, April 24, 1867, and has resided here all his life. He is the son of Hugh and Euphemia Kelly, old residents of this district. He was educated in the Mather and Lawrence Schools, and, after finishing his studies, entered the billiard and pool business, and he conducted an establishment of this kind for many years at 339 West Broadway. He opened the Broadway Bowling Alleys at 324 Broadway in 1899 and has conducted them since that time. During the winter season Mr. Kelley arranges a series of tournaments in which teams representing many of the prominent local organizations participate. In 1896 he married Miss Katherine O'Neil. They have one daughter, Mary, and reside at 850 East Broadway. Mr. Kelly is a member of the Mosquito Fleet Yacht Club, Elm Hill Council, Knights of Columbus and Trimount Conclave, Improved Order of Heptasophs.



WILLIAM J. KELLY, painter and decorator, was born corner of Emerson St. and Broadway, March 18, 1854, of Patrick and Mary (Galvin) Kelly. He attended the public schools and when but a boy worked in the chain factory, corner of F and 3rd Sts. At 16 he worked at polishing and gilding furniture, later worked at polishing and varnishing pianos and organs. In 1892 he started in the painting business for himself at the corner of F and 6th Sts., where he is now located. He married Miss Julia Foley of Seneca Street, South End, and has one son, Thomas F. Kelly, a well known pianist. He married, the second time, Miss Winifred F. Clinton, of Roxbury. He is a member of Mt. Washington Lodge, A. O. U. W., So. Boston Council, K. C., St. Augustine's Lyceum, the Twenty-Five Associates and Div. 58, A. O. H. He resides at 222 W. Seventh-St., where he has lived 25 years. Mr. Kelly's brother is John T. Kelly, the well known comedian.



DANIEL J. KINNALLY, plumber, gas fitter, steam and hot water heating, sheet iron, copper and stove work, is a native of South Boston, having been born in the district, May 8, 1855. His parents were Daniel and Mary (Regan) Kinnally. As a boy he attended the Tuckerman and the Lincoln Grammar schools, after which he worked at the grocery business, but only for a year. At the age of 14 he went to work for Charles M. Bromwich, plumber, remaining three years with him, and then he was apprenticed in various shops in the city until he started in business for himself in 1890. He has thus been interested in his line of business for more than 33 years and is an expert in its every branch.



Mr. Kinnally was in business, at first, at the corner of Dorchester and G Streets, and, in 1893, he removed to his present location, 126 Emerson Street, where he does a large business and employs a large number of men. Outside working hours Mr. Kinnally interested himself in politics, served on the Ward 14 Democratic Committee for fourteen years, and has been chairman of the Senatorial District Committee for six years. In the fall of 1892 he was elected to the House of Representatives, serving during 1893 and 1894 on important committees of that body, and was afterward a candidate for alderman, failing of election, in one of the most hotly contested campaigns, by less than twenty votes. During his entire political career Mr. Kinnally has received flattering endorsements from the voters of Ward 15 as well as of his own section, and has ever been a loyal worker for his friends when they have sought office.

Mr. Kinnally is a member of the Master Plumbers' Association, of Farragut Lodge 165, Ancient Order United Workmen, South Boston Conclave of the Improved Order of Heptasophs, Division 74, A. O. H., South Boston Citizens' Association, South Boston Yacht Club, Mosquito Fleet Yacht Club, Mattapanock Club of Ward 14, and an associate member of Dahlgren Post 2, G. A. R. He married Miss Mary E. Harrington and has two sons and one daughter, Edward T., Daniel and Catherine. He lives at 100 L Street.

THOMAS J. KENNY, lawyer, 28 State Street, was born in South Boston, November, 1865, and has always resided here. After a private course of studies he entered the office of Morse, Loomis & Lane, to study law.



He was admitted to the Suffolk County bar in March, 1897, and the same year became a law partner of George W. Morse. The following year he was elected a member of the Boston School Committee for three years and was re-elected for a similar term in 1901. As a member of the board, Mr. Kenny was identified with its

most important educational work, serving as a member of the committee on courses of study and text books. January 1, 1903, the law firm of Morse, Hickey & Kenny was organized, with George W. Morse as senior partner. Mr. Kenny is past grand knight of James E. Hayes Council K. of C., and master of the 4th degree. He is a member of the Catholic Union, Young Men's Catholic Association, and president of the Beacon Association.

JAMES M. LANE, prominent in political affairs of the district, was born in South Boston, Dec. 1, 1872. His parents were James and Mary (Keefe) Lane, estimable residents of the district.



Attending the public schools he graduated from the Lawrence School in 1882 and immediately entered the office of the well known lawyers, Gargan and Keating and has remained there ever since, their present offices being at 702 Pemberton Building. Entering politics at an early age, he was elected to the Common Council

for 1901 and 1902 and to the Legislature for 1903, serving in the latter on the committee on drainage. Mr. Lane was married, in 1896, to Miss Margaret A. English, has one child, Mary Ethel, and lives at 27 Vale Street. He is a member of the South Boston Conclave, Improved Order of Heptasophs, West End Council of the Knights of Columbus and the Twenty Associates, and a member of the Ward 15 Democratic Committee.

DR. JOHN G. LANE, physician, 496 East Broadway, was born in Philadelphia, Penn., in 1854, but went to Ireland while very young where he received his education. He first attended the public schools in his district in County Cork and when ten years old entered a private Latin school. Finishing his studies there he entered Clongowes Wood College, County Kildare, conducted by the Jesuit Fathers. Passing through the highest classes here he entered Dublin University under the tutorship of Rev. Dr. Stubbs, senior fellow and professor of astronomy. While at Trinity College, Dublin, he graduated with honors in 1876 in arts, medicine and surgery, receiving the degrees of A. B., M. B., B. C. H., L. M., L. S. and T. C. D. At the same time he received an L. M. from the Coombe Lying-in Hospital, Dublin. It was during his college career that he made his reputation as an athlete. During his last two years at Dublin University he won the all-round champion belt, the contests including sprinting, hurdling, running, jumping, shot put, etc. He also won the world's record for running long jump defeating the champion of Cambridge University, Eng., who held the world's record and that of Great Britain. The first contest was even and in the second, which occurred in Trinity College Park, Dr. Lane won by 3 1-2 inches. He was one of the best high hurdle runners of his time in Great Britain, particularly in the 120 yard ten flights, finally being compelled to be a scratch man and even then invariably won. In the long and pole jumps he had to allow 20 inches in the former and ten in the latter, but with that he captured and held two Irish champion challenge cups. He was defeated in the 100 yard dash on grass by a small margin, but did it in the remarkable time of 10 seconds. He possesses six champion Celtic crosses each representing a championship of all Ireland. He was chosen to represent Ireland against England at Lilly Bridge, London, in 1876, in two events, but came to the United States at that time. He married Miss May E. Lavery, daughter of a well known business man of South Boston, November, 1899. He is a member of South Boston Council, K. of C., is surgeon-major in the Montgomery Light Guard Vet. Assn., and is a member of various local organizations.



JOHAN W. LAVERY, one of the most respected and best known citizens of the district, has been in the undertaking business, originally established in 1850 by his father,



Francis L. Lavery, since 1870. Naturally, Mr. Lavery is one of the oldest funeral directors, not only of South Boston, but also of the whole city. After graduating from the Lawrence Grammar School, and upon the death of his father, he immediately entered the business, and in a few years increased it to a large and extensive establishment. Finan-

cially he is one of our solid men, and has large holdings in real estate. He is identified with many organizations, including South Boston Council of the Knights of Columbus, Winthrop Council Royal Arcanum, SS. Peter and Paul's Court, M. C. O. F., Improved Order of Heptasophs, and the United Order of Fraternal Helpers. His warerooms are at 54 A Street, with a branch office at 869 Dorchester Ave., and his residence is at 682 Columbia Road.

FRANCIS W. LAVERY, identified as he has been since his youth, with his father as funeral director, is thoroughly equipped for his business. He is one of the family of that

name which has been connected with the history of the peninsula for almost a century, and is the son of John W. and Mary T. Lavery, and was born in 1873. His education was received in the primary and grammar schools of the district, (the Mather, Lawrence and Bigelow Schools) and the English High School. In 1890 he entered the business with his father, learning it in its every detail, and in 1898 became a member of the firm under the style of John W. Lavery & Son, with warerooms at 54 A Street, and a branch office at 869 Dorchester Ave. He resides at 871 Dorchester Ave. He is well known in the district, interested in the younger social world, and is a member of the Catholic Union and the City Point Catholic Association, besides several of the fraternal societies.



HON. EDWARD J. LEARY, city messenger, was born in South Boston, at the corner of Dorchester Avenue and Silver Street, the son of John Leary, an old and highly respected resident of the district, recently deceased. Graduating from the Lawrence School, young Leary went to work for the Suffolk



Glass Works and later was engaged as a music compositor, serving his apprenticeship with J. Frank Giles. For three years Mr. Leary conducted a clothing store at the corner of West Broadway and B Street.

Always prominent in Democratic contests in Ward 13, Mr. Leary soon entered the political arena himself and was elected to the Common Council for 1886 and 1887, then to the Massachusetts House of Representatives for 1888 and 1889, thence to the Board of Aldermen for 1890, 1891 and 1892, and finally to the Senate for 1893 and 1894. He served on many of the most important committees of the State Legislature, prominent among them being the committee on railroads, and during his entire nine years of service in public elective office he manifested a deep interest in his district and his constituency. His repeated elections to public office testify to the high esteem in which he was held by the people of his district. In 1896 he was elected to the position of city messenger of Boston, succeeding Alvah Peters, who had filled that office a quarter of a century. Since then Mr. Leary has been re-elected each year. In his official capacity he has directed affairs for the city in the entertainment of many prominent and royal dignitaries while visiting Boston.

City Messenger Leary is a life member of the Young Men's Catholic Association of Boston College, a life member of Boston Lodge 10, of the Benevolent and Protective Order of Elks, past chief ranger of SS. Peter and Paul's Court of the M. C. O. F., past grand knight of Redberry Council of the Fleet Yacht Club, South Boston Yacht Club, South Boston Citizens' Association and the Irish Charitable Society. In 1902 Mr. Leary married Miss Theresa G. Power and they live at 351 West Fourth Street.

LEWIS W. LEARY, funeral director, undertaker and embalmer, was born in Sharon, Mass., Dec. 25, 1862. His parents, well known and highly esteemed residents of that town, were Lewis Leary and Anna (Toomey) Leary. He attended the schools of his native place, graduating with honors from the Centre Grammar School of Sharon, and the Sharon High School. He is also the possessor of a degree from the Stoughtonham Institute.

In 1880 Mr. Leary removed to South Boston, and apprenticed himself as a funeral director and undertaker, mastering its art in every branch, and, in 1893, he started in for himself at 146 West Broadway, one of his present locations. He also has warerooms at 898 Dorchester Ave., and 625 Washington Street, Dorchester.

In 1890, Mr. Leary was married to Miss Mary E. G. Dunne, and they have two children, Marie Josephine Leary and Lewis Walter Leary, and they reside at 774 Columbia Road, Dorchester.

Mr. Leary has always been prominently identified and interested in social and fraternal organizations of South Boston. He has been chancellor of the South Boston Council of the Knights of Columbus, dictator of the Knights of Honor, and ruler of the Royal Society of Good Fellows. He is at present a member of Boston Lodge, No. 10, of the Benevolent and Protective Order of Elks, South Boston Council of the Knights of Columbus, City Point Lodge of the Knights of Honor, Winthrop Council 538 of the Royal Arcanum, South Boston Conclave 433 of the Improved Order of Heptasophs, St. Gregory's Court 24, Massachusetts Catholic Order of Foresters, Boston Lodge 5 of the Royal Society of Good Fellows, Div. 58 of Ancient Order of Hibernians, Wolfe Tone Association, South Boston Citizens' Association, Massachusetts Undertakers' Association, and has been a member of the legislative and executive committee of the latter organization for several years, and has ever been a zealous worker for the welfare and advancement of all these organizations.



FRANK J. LINEHAN, occupation building construction, prominent in political circles of Ward 13, was born in Ireland in 1869 and, with his parents, came to this country in 1876. They moved to South Boston and he has been a resident here ever since, identifying himself with the interests of the peninsula district. He received his education in the private and public schools. Manifesting an interest in government affairs he entered politics, and, becoming active in this line, he was elected to the Common Council for the years 1899, 1900 and 1902, serving on important committees and taking a very prominent part in debate. He was elected to the Legislature for 1903 and distinguished himself there, likewise, Mr. Linehan was ever an earnest and conscientious public servant, a careful student of all measures on which he had to vote and vigorous in argument in behalf of the people. He is a member of several organizations and lives at 195 W. Fifth St.



MICHAEL J. LYDON, dealer in wines, liquors and cigars, and prominent in political affairs of Ward 13, was born in South Boston, September 13, 1872, has always been a resident of this district and was educated in its public schools. When but a youth he took an interest in politics and was elected to the Common Council for 1898 and 1899, identifying himself with many of the leading measures of that body and being an earnest advocate in behalf of his district. He was instrumental in securing for his ward improvements and additions to the ward room in Spellman Hall for which it had so long advocated. He was a member of the Legislature for 1900 and 1901, in the former year being on the committee on labor and in the latter year clerk of the committee on pay roll and a member of the insurance committee. He is a member of Division 57, A.O.H., of the Wolfe Tone Club, Shawmut Rowing Club and other organizations. He lives at 321 West Fourth St.





COL. LAWRENCE J. LOGAN.

COL. LAWRENCE J. LOGAN was born in Ireland, August 10, 1842; was educated in the national schools of his native country, and came to America when but sixteen years of age. He first located in Worcester. He was apprenticed to the iron moulding trade, remaining in that business but a few years, and, in 1862, he removed to Boston, where he engaged in business with his brother, P. F. Logan. In 1866 he was admitted to partnership with his brother, under the firm name of P. F. Logan & Brother, which continued until 1873, when he succeeded to the business, that of wholesale and retail liquor dealer, continuing to the present time. His place of business is 397 Harrison Avenue, corner of Dover Street.

Ever interested in public affairs, and, since his removal to South Boston in 1872, devoted to the interests of the district, Col. Logan has taken an active part in political affairs, doing excellent service for the district and for the city. For many years he was a member of the Democratic City Committee, and for four years served as treasurer of that organization. In 1886 and 1887 he represented the Fourth Councillor District in the Executive Council, under Govs. Robinson and Ames, and shortly afterward, owing to the necessity of devoting all his time to his rapidly increasing business, he retired from active participation in politics, although yet possessing an interest in such affairs.

As a successful business man he is recognized throughout Boston, and is one of its representative citizens. He is a director of the Mattapan Deposit and Trust Company and the Federal Trust Company, and also of the South Boston Building Association, a trustee of the Dorchester Savings Bank and a member of the Irish Charitable Society, the Boston Athletic Association, the South Boston Citizens' Association and several other organizations.

In the militia of the Commonwealth of Massachusetts Col. Logan has rendered long and valiant service. He first enlisted in the Fifty-fifth Unattached Company in 1865. On the organization of the famous Ninth Regiment he was elected first lieutenant of Company D April 28, 1866, and was promoted to the position of captain April 2, 1869, commissioned major March 4, 1872, and honorably discharged April 28, 1876. Still having a love for military life, he again entered the Ninth Regiment, being elected lieutenant-colonel Jan. 20, 1879, which position he resigned July 10, 1889, and

was re-elected to the same office Nov. 6, 1889. Immediately on the declaration of war with Spain, in 1898, Col. Logan determined to participate, and, with his regiment, was mustered into the United States service. It was known as the Ninth Regiment of Massachusetts Infantry, M. V. M. He was commissioned lieutenant-colonel May 11, 1898. With the regiment he left Camp Dewey, South Framingham, Mass., May 31, 1898, and arrived at Camp Alger, Va., June 1, where the regiment was attached to a brigade under Brig. Gen. Duffield. June 24, the regiment left camp for Newport News, Va., whence, June 26, it sailed in the U. S. S. Harvard, for Siboney, Cuba, landing there July 1.

At ten o'clock that evening, Col. Logan took over the command from Col. Bogan, who was stricken with a mortal illness, and he led the Ninth Massachusetts Regiment to the front, and reported at Gen. Shafter's headquarters at daybreak, July 2, after a tedious and memorable march, the entire night through. After a brief halt, the advance was resumed, and by noon of the same day, the Ninth Regiment reported to Gen. Bates, who assigned it to an important position in the trenches, on the extreme left, which position was held until after the surrender of Santiago, July 17, 1898.

July 18, 1898, the regiment was ordered to a swamp which was very unhealthy, breeding malaria, and two days later, Col. Logan was attacked with yellow fever which incapacitated him from further duty. After a slight improvement he was ordered home, and after many weeks of care and nursing he regained much of his good health.

August 18, 1898, he was commissioned colonel, vice Col. Fred B. Bogan, deceased, and he was mustered out of the United States service with his regiment, Nov. 26, 1898. On the reorganization, Col. Logan remained with the regiment and is yet a member.

In business and military circles Col. Logan is held in high esteem and he has frequently displayed a thorough public spirit and manifested a zealous interest in local and city affairs.

In 1872, Col. Logan was married to Miss Catherine M. O'Connor. Eight children are living, Ex-Representative Edward L. Logan, a young lawyer, Joseph A., Leo J., an instructor at Malinao, Phillippine Islands, Martha T., Theodore M., Elizabeth, Francis and Malcolm J. Col. Logan resides at 560 East Broadway.



CHARLES GOODWIN CLARK
First Master Gaston School



HON. BENJAMIN DEAN
Congressman 1877-1878



LIEUT. TIMOTHY ENRIGHT
Station 6



REV. P. F. LYNDON
Pastor SS. Peter and Paul's Church
1853-1863



REV. WM. A. BLENKINSOP
Pastor SS. Peter and Paul's Church
1863-1892



GEO. W. ARMSTRONG



ADAM BENT



HENRY A. DRAKE

WELL KNOWN RESIDENTS, NOW DECEASED.

EDWARD L. LOGAN, lawyer, son of Col. Lawrence J. and Catherine M. (O'Connor) Logan, was born in South Boston, Jan. 20, 1875. He graduated from the Lincoln School in 1889, and from the Boston Latin School in 1894. During his course in the Latin School he made an excellent record as a soldier, in 1892 winning the first prize, a gold medal, for individual excellence in the manual of arms. He was also commissioned major of the battalion in his senior year. He otherwise distinguished himself in this school, being orator of the class and delivering the class oration Feb. 22. He continued his studies at the Harvard College, graduating in 1898. In his junior year he was elected a member of the Institute of 1770, was one of the organizers and first president of his Harvard Democratic Club, being unanimously re-elected to that position. He was also president of the Harvard Catholic Club. Entering the Harvard Law School he graduated in 1901, and was admitted to the Suffolk bar that same year. His studies at the Harvard Law School were interrupted in 1898 by the breaking out of the Spanish War. He gave up his studies and enlisted with the Ninth Massachusetts Regiment in the United States service, having previously been a member of the state militia. During the war he was sergeant-major, remaining until the close of the conflict. He is now first lieutenant of Co. A, Ninth Massachusetts Regiment. For many years a member of the Ward 14 Democratic Committee, he has taken a prominent part in the politics of that ward. A ready speaker, he has done excellent service for the party, and in the fall of 1898 he was elected to the Common Council, serving in the years 1899 and 1900, and then elected to the House of Representatives for 1901 and 1902, serving on the committee on Metropolitan Affairs. In 1903 he was chief marshal of the Evacuation Day parade.



Mr. Logan is a member of the City Point Catholic Association, the Mosquito Fleet Yacht Club, Maj. Michael J. O'Connor Camp 4, L. S. W. V., Division 13, A. O. H., and the Mattapanock Club of Ward 14. His law office is in the Ames Building, corner of Court and Washington Streets.

MICHAEL J. LYNCH, furniture and piano mover, was born in Milton, Mass., and removed to Brighton at an early age. He attended the public school there, then resided



in Roxbury until 1882, when he removed to South Boston. He was a foreman of the Boston Cordage Co. until 1889 when he purchased the furniture and piano moving business of George Walker of Broadway and F Street and was very successful. In 1895 he purchased the teams of John McCarthy & Son of Washington and Kneeland Streets,

also his house and stable, 29 Vinton St., where Mr. Lynch now resides. He runs twelve teams and employs many men. His business has grown and he has many beach customers. His office is at 670 Broadway. Mr. Lynch is a member of the So. Boston Yacht Club, of Mt. Washington Lodge, A. O. U. W., Oak Lodge, So. Boston Citizens' Asso., and the Master Furniture and Piano Movers' Asso. He married Miss Jennie Wilcox, and has one daughter, Mabel.

DR. J. S. MACDONALD, physician, was born in St. Andrew, P. E. I., Sept. 1, 1864. Here he received his early education, finished his grammar school studies in 1879, and entered the

service of the Anglo American Lithograph Co. He entered St. Dunstan College in 1885, and, after taking a course there, later attended Laval University, Montreal. He then entered McGill Medical College, Montreal, and finished with the degrees of doctor of medicine and master of surgery, in 1899. During this time he had



four years experience in hospital work in the Royal Victoria and Montreal General Hospitals. In 1893 he married Miss C. P. MacKinnon, and they have two children, Gertrude and Katherine. Dr. MacDonald came to South Boston in 1890, and his residence and office are at 562 East Broadway. He is examining physician for several well known insurance and fraternal organizations, and a member of several of the latter.

EDMUND A. MACDONALD, city collector, was born in 4th St., Sept. 8, 1842, of Jackson and Mary (Wall) Macdonald. He attended the Mather and the Lincoln Schools,



graduating from the latter in 1857. He then went to work for his father, who was superintendent for the Boston Locomotive Works, and after that he had charge of the real estate of Josiah Dunham, a well known resident of the district. He then went to Norfolk, Va., remaining three years, and after travelling through the South returned

to Boston. He was chosen county paymaster in December, 1871, taking charge Jan. 1, 1872, remaining there until May 1, 1902, when he was appointed city collector by Mayor Collins. Mr. Macdonald married Miss Eliza F. Babbidge and has two children, Albert E. and Florence L. He lives at 677 Cambridge Street, Brighton. He is a member of the Royal Arcanum, Knights of Columbus, the M. C. O. F., Knights of St. Rose, and the Irish Charitable Society.

JOHN MAHONEY, inspector in the sanitary division of the street department, and commander of Washington Post, 32, G. A. R., was born in Boston in 1844, his parents being



Jeremiah and Mary Mahoney. He attended the school on South Street and then went to the Quincy Grammar School, removing to South Boston in 1854. He enlisted early in the Civil War and was a non-commissioned officer in the service, and, shortly after the close of that war, he joined Thomas G. Stevenson Post 26, G. A. R., and

in March, 1893, transferred to Washington Post 32. For two years he was quartermaster-sergeant, sergeant-major two years, adjutant two years and has served as commander of that post three years, and is also a member of the South Boston Citizens' Association, and is vice-president of the Fourth Massachusetts Cavalry Association. Commander Mahoney is married and has two sons, James A. and John J. He lives at 488 East Seventh Street.

JEROME S. MACDONALD, deceased, was born in South Boston, August 15, 1849, and was a son of Jackson and Mary Macdonald. He received his early education in the public



schools of this district, graduating from the Lawrence Grammar School in 1866. Finishing his studies there, he entered the Boston Latin School. His business career began while he was a young man, and at the time of his death, which occurred December 8, 1892, he was one of the most prominent real estate and insurance brokers in the city. He was married to Mary F. Collins

and resided at 934 East Broadway with his family of four children, Mary, Agnes, Ellen and Jerome. He was a member of the Charitable Irish Society, Legion of Honor, Boston Athletic Association, Central Club, Catholic Union and other organizations. For many years he was greatly interested in the Carney Hospital, and did much for that institution, and was also identified with other charitable work.

MICHAEL J. MAHONEY, ballast contractor at 224 Milk Street, Boston, was born in South Boston in 1863, and is a son of Andrew and Mary Mahoney. He attended the

Lawrence School, graduating in 1879, and later entered Boston College. Finishing his studies there he entered his present business, his headquarters at that time being at 249 Atlantic Ave. He left there for his present place of business about 1893. His wharf is at the New England Docks, near the Atlas stores, and a large part of his



business is the ballasting of vessels, having done some notable work in this line. At the time of his marriage, Feb. 21, 1887, Mr. Mahoney purchased his present residence, 19 Linden Street. He married Miss Elizabeth M. Sullivan and they have two daughters, Alice Elizabeth, and Mary Theresa. Mr. Mahoney is a member of Winthrop Council, R. A., and the South Boston Citizens' Association, and has frequently served on various important committees of the latter.

JOSEPH P. MANNING, of McGreenery & Manning, wholesale dealers in cigars, tobacco and pipes, is a splendid representative of South Boston's self-made young men. From the position of office boy at \$3 a week he has advanced until he is one of the proprietors of the largest cigar and tobacco house in New England, doing a business of \$3,500,000 a year. He was born in the county of Galway, Ire., Jan 8, 1867, his parents being John and Ellen (Dolan) Manning. With his parents he came to this country and settled in South Boston in 1871, attended the Mather School and graduated from the Lawrence School in 1881.

Leaving school June 28, 1881, the following day he entered the employ of James Quinn, tobacco and cigar dealer at 294 Federal Street (which portion of the street is now abolished.) He started in as office boy, doing chores and running errands. The work of an office boy was far from being easy and his hours were from 8 a. m. to 9 p. m. He soon showed his ability and willingness to work and was given a position as salesman and, in 1895, he went in with Mr. Quinn as an equal partner, having a half interest in the business. In 1897 the firm moved its business to Milk Street, retaining the firm name of James Quinn & Co. In January, 1899, Mr. Quinn retired and Mr. Manning formed a partnership with McGreenery Bros., the second largest tobacco and cigar dealers in New England, located on Hanover Street, and the new firm of McGreenery Bros. & Manning continued on Hanover Street until August, 1901, when Joseph McGreenery retired, and there McGreenery & Manning continued until November, 1902, when they removed to their present large establishment occupying the building at 24 Fulton Street, corner of Cross Street. They are in the list of Boston's biggest tax-payers and their customers include a majority of the retailers throughout New England. Mr. Manning, in 1900, married Miss Katherine M. O'Donnell of South Boston, and they, with their daughter, Mildred, reside at 51 Humboldt Ave., Dorchester. Mr. Manning is a member of the Catholic Union.



DR. JOHN E. MAYERS, physician, was born in South Boston in 1877, and is a son of Thomas F. and Margaret A. Mayers. He received his early education in the public schools



of this district, graduating from the Bigelow Grammar School in 1892. He then entered Boston Latin School, where he remained about three years and then entered Tufts Medical School. He took the full course and received his degree of M. D. in the year 1898.

Before beginning active practice he passed through a most extensive and thorough hospital

course both in Boston and in Philadelphia, during which time he was on the staff of Carney Hospital of this district, the Boston City Hospital and the Children's Hospital of Boston and the Pennsylvania Hospital of Philadelphia, Penn.

Dr. Mayers resides at 187 K Street, having an office there and also at 749 East Broadway. He is a member of Pere Marquette Council, of the Knights of Columbus, and has always manifested an interest in the welfare of the district.

WILLIAM MARTIN, roofer, Vale Street, is a son of George and Elizabeth Martin, and was born in Aberdeen, Scotland.

When quite young he came to the United States, his relatives settling in South Boston in 1879. He attended the Lincoln School and later entered the roofing business with his father, shortly after which he entered the business for himself. He joined the Boston Fire Department, Sept., 1892, and was discharged at his request in 1897. From 1889 to 1892 he served as a non-commissioned officer in Co. I, 9th Mass. Regt. In 1898 he was elected to the Common Council by the Democrats of Ward 15 and also in 1899. He is a member of Bethesda Lodge, I. O. O. F., Faragut Lodge, A. O. U. W., Boston Caledonian Club, South Boston Conclave, I. O. H., and Strandway Boat Club. He married Miss Catherine McKenzie in 1892 and they reside at 360 E. Eighth St., with their family, Catherine, Marion, William, Margaret, Isabelle and Esther.



HON. JOHN B. MARTIN, commissioner of penal institutions, a son of Francis and Margaret Martin, was born in South Boston and has always resided in the district. He received his education in public and private schools, having at one time been a pupil at the Lawrence School. He began his business training in the establishment of which he is now proprietor at 54 and 56 Broad Street, Boston, where he conducts an extensive business in both the manufacture and sale of extracts, colorings and medicinal preparations.

As a public man, Mr. Martin is well known.

From the time he first represented South Boston in public office up to the present time he has been an unceasing and able worker for this district and his efforts have been instrumental in securing for South Boston many improvements, the people in return giving him their hearty support with the result that he was finally elected to the upper branch of the Massachusetts Legislature. His interest has continued to be active for South Boston and when he returned to private life he did not cease to give his time and labor for this district as his career in the South Boston Citizens' Association, both as a member and later as its president, testifies.

In 1870 he became a member of the Democratic Ward and City Committee, was made its secretary and served as such during 1870, 1871 and 1872. In the latter year he was elected to the Common Council from Ward 7, (now Ward 13) and was re-elected the two succeeding years. In 1875, he was again honored by the voters of Ward 7, who elected him a member of the Massachusetts House of Representatives. In 1876 he was tendered a renomination but declined to accept. Again in 1878, he was honored by being elected a member of the Massachusetts Senate and the honor was once more conferred upon him in 1880.

He was selected a member of the Board of Directors of Public Institutions in 1880 and served on that board until 1888, being president during the latter year. Mr. Martin has always been a staunch advocate of Democracy and has always given his support to that party. In 1902, under Mayor P. A. Collins' administration, he was appointed to his present position of commissioner of penal institutions.

For several years Mr. Martin has been a member of the South Boston Citizens' Association and has always been active in its interests and ever for the welfare of South Boston. His excellent



HON. JOHN B. MARTIN

work so commended him to his fellow members that he was elected president of the association in 1894 and was re-elected each succeeding year until 1900, serving six consecutive years. During this time many improvements were made, or commenced, in South Boston, notably the building of the Strandway, selection of site and erection of the first high school in South Boston, removal of the House of Correction, agitation for which began in 1845, and its abandonment as a prison accomplished in 1902, the public observance of Evacuation Day and the extension of Atlantic Avenue to South Boston. In 1898 the members of the Association, and residents of the dis-

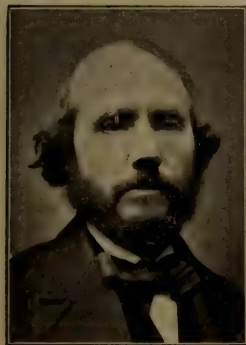
trict tendered Mr. Martin a banquet and presented him a handsome loving cup. Among the other organizations of which he is a member are: City Point Lodge, Knights of Honor, Mosquito Fleet Yacht Club, Clover Club, Boston Athletic Association, Charitable Irish Society and the Knights of Columbus. He is also president of the South Boston Building Association, having been elected as its first presiding officer and has been re-elected each year since then. He is also a member of the Lawrence School Association. Mr. Martin resides at 762 East Fourth Street, with his children, Margaret, John B., Francis X. and Arthur L.

JOHN McCaffrey, deceased, for thirty years engaged in the undertaking business, was born in Ireland, Oct. 3, 1829, of Christopher and Margaret (Drumm) McCaffrey. He graduated from the National School, and then worked as bank clerk. He came to this country and moved to South Boston in 1854. He entered the employ of E. E. Rice, dye stuffs and chemicals, as shipper, remaining for 18 years, and, Feb. 26, 1872, entered the undertaking business at 75 Albany St., which is still successfully conducted by his



son, Christopher P. He was for many years sexton of St. James Church, president of the American Hibernians of South Boston, commander of the Knights of St. Patrick, and a member of St. Vincent de Paul's Society. Mr. and Mrs. McCaffrey had five children of whom Mary, Edward W., Christopher P., and Sarah are now living. Mr. McCaffrey died at 131 I St., March 16, 1901. Mrs. McCaffrey lives in Dorchester.

ROBERT McDEVITT, whose demise, April 25th, 1902, removed from South Boston one of its oldest and most philanthropic citizens, had been a resident of this district for about 50 years. He was born in Coleraine, Ire., and came to the United States in 1846. He first settled in Brooklyn, N.Y., but shortly afterward came to Boston, settling in this district, where he engaged in the bakery business.



For more than 40 years he conducted the most extensive wholesale bakery business in or about Boston. In 1851

he married Miss Jane McClusky. He represented Ward 7, (now Ward 13), in the Common Council, in the late sixties, was one of the originators of the Home for Destitute Catholic Children, and for many years was one of its directors. He retired from the bakery business in 1892, and from that time up to his death, operated extensively in real estate, particularly in South Boston. He died at his residence, 507 East Broadway, April 25, 1902.

DR. STEPHEN D. McCARTHY, dentist, is a son of Cornelius H. and Johanna McCarthy and was born in South Boston, July 14, 1870. He attended the public schools of this district and graduated from the Bigelow School in 1885. He was employed in a wholesale dry goods house and then the Boston Electric Light Company. Continuing his studies, he passed the civil service examination and became a railway mail clerk and was in charge of the first mail car that came to South Boston. He attended the Evening High School and then began the study of dentistry at Harvard in 1899, finished the course and passed the State Board in 1901. He is a member of Robert Fulton Council K. of C., Railway Mail Mutual Benefit Ass'n., Boston P. O. Clerk's Ass'n., and the Federal Penny Aid Society. He married Miss Mary C. Leary in 1897 and they have three children, Leo Joseph, Mary Agatha and Florence. Dr. McCarthy's Office is at 757 Broadway.



EDWARD FRANCIS McGRADY was born in Jersey City, N. J., Jan. 22, 1875, his parents being James and Jane McGrady. He came to South Boston when six months old, and received his education here, being a graduate of the Lawrence School, and the Boston Evening High School.

After leaving school he entered the employ of the S. C. Devlin banking house, and later entered the employ of the Boston Herald. He is at present connected with the Boston Advertiser as pressman. Councilman McGrady married Miss Mary J. Griffin.



They have three children, Mary, Marguerite and Edward. He resides at 254 West Broadway. He was elected to the Common Council for 1902.

Councilman McGrady is a member of the Ward 13 Committee, president of the Josiah Quincy Club, of Ward 13, and a member of Boston Web Pressmen's Union No. 3, International Printing Pressmen's Union of North America, and the Lawrence School Association.



HON. WILLIAM SARSFIELD McNARY.

HON. WILLIAM SARSFIELD McNARY, who for many years has been prominently identified with South Boston, is not only well known here, but throughout the state as well. He is a son of Timothy and Mary McNary, and was born in the town of Abington, Mass., March 29, 1863. The early years of his life were spent in his native place, and there he received his first teaching, being a pupil of the public schools of that town.

When he was twelve years old, his parents moved to South Boston, and here he entered the Lawrence Grammar School, to resume his studies, graduating two years later with the class of 1877, at the age of 14 years. His grammar school studies completed, he then entered the English High School, from which institution of learning he graduated three years later, his proficiency as an English scholar winning for him a Franklin medal, his mark in English studies surpassing all others for twenty years.

This concluded his school education, and in 1880 he entered the field of journalism, securing a position on the Commercial Bulletin, as a reporter. Here his proficiency in his studies proved of great benefit to him, and having a natural aptitude for newspaper work, his ability was promptly recognized. From time to time his position was advanced, until finally he became managing editor, which position he held during 1889 and 1890.

He had not confined himself to newspaper work alone however, for in the meantime he had become deeply interested in political matters, and when he reached his majority, in 1884, he took the stump for the Democratic State Committee, during the Cleveland campaign of that year. In 1885, he entered the political field as a Democratic candidate for Common Council in Ward 15, and was elected by a large vote. In 1886 he was a candidate for re-election and was successful.

It was not long before he became the recognized leader in Ward 15. He next became a candidate for the Massachusetts House of Representatives from this ward, and was elected, serving during 1889. In the fall of that year he was again a candidate, and was re-elected, serving in 1890. In that year he was nominated for the Massachusetts State Senate and was elected, serving South Boston in that body, during 1891. He was later re-elected, and served again in 1892. At the conclusion of his term as representative, he again gave his attention to news-

paper work, becoming part owner of the Boston Democrat, in which he was interested until 1893. He was nominated for Congress in 1892, in the 13th Dist., but owing to a serious division in the Boston Democracy he was not elected.

In that year he was appointed water commissioner of the city of Boston, which position he held during 1893 and 1894, resigning in the latter year to stand as a candidate for Congress, but again there was a lack of concerted action in the Democratic ranks and the Republican candidate won. In 1892 and 1896, Mr. McNary served as alternate to the Democratic National Convention. He served as secretary to the Democratic State Committee during 1898, 1899 and 1900. In 1900 he was a delegate at large to the Democratic National Convention, and, that same year, served in the Massachusetts House of Representatives from Ward 15, and was re-elected for 1901 and 1902. In 1901 he was also elected chairman of the Democratic State Committee, being re-elected to that important position for the years 1902 and 1903, during which time he conducted the campaigns of Hon. William A. Gaston, for governor. In 1902 he was elected to Congress from the Tenth district, succeeding Congressman Henry F. Naphen. From 1896 on Mr. McNary was engaged in the insurance business.

During his long political career in South Boston Mr. McNary has taken a prominent part in many of the important campaigns of the city, state and nation. In 1896 and 1900 he was one of the most earnest and vigorous workers in the presidential campaigns and was a close and personal adviser to Hon. William Jennings Bryan, the Democratic nominee. He has easily held the position of South Boston's most influential citizen, and has a national reputation as an orator and a ready debater on the leading questions of the day.

Mr. McNary was married to Miss Albertine A. Martin, and they reside, with their daughter Helen, and son, William S., Jr., at 167 K Street. He is a member of South Boston Citizen's Association, St. Augustine's Lyceum, Boston Press Club, City Point Catholic Association, Young Men's Catholic Association of Boston College, South Boston Council and National Board of Directors, of the Knights of Columbus, Charitable Irish Society, Ancient Order of Hibernians, St. James Court, M. C. O. F., Mt. Washington Lodge, A. O. U. W., and other organizations.

HON. JEREMIAH J. McNAMARA, member of the Governor's Council and prominent in political affairs of the district, especially in Ward 13, was born in Boston, on old Fort Hill, Dec. 5, 1864, and became a resident of South Boston when but five years of age. His parents were John McNamara, well known throughout the city, who died in 1902, and Mary (Cunningham)

McNamara. The subject of this sketch at first attended the old Boylston School on Fort Hill and, when he had moved to the peninsula district, he attended the old Mather School, graduated from the Lawrence School in 1878 and then attended the English High School.

After leaving school he took to the printing business, working for five years for Rockwell & Churchill, three years for the Rand, Avery Co. and for eight years for Alfred Mudge. He then embarked in the liquor business, which he has conducted ever since, now being located at 303 West Broadway, and is counted among South Boston's solid business men.

Ever interested in public affairs and taking naturally to the subject of politics, always a sterling Democrat, he launched out into political life, participated in many of the early and famous contests of old Ward 13, and in 1889 was elected to the House of Representatives, serving in the years 1890 and 1891, being a member of the committee on Harbors and Public Lands. In 1900 he was a candidate for the place on the Governor's Council for the district, comprising the greater part of Boston, was elected and served in the years 1901, 1902 and 1903, being re-elected for each of the two latter years by increased majorities. He has been chairman of the ward committee nine years and was a delegate to the National Convention in 1900. He is a member of the Shawmut Boat Club, Twenty-Five Associates, Broadway Social Club, Wolfe Tones, Division 7, Ancient Order of Hibernians, and Acme Branch, Catholic Knights of America, of the latter of which he has been treasurer.

In 1903 Mr. McNamara married Miss Margaret Burke of Allston, and they reside at 252 West Broadway.

JAMES P. McSHANE, proprietor of the Peninsula Hotel, 855 East 6th St., the largest hotel in the district, was born in the old North End, Boston, March 3, 1862. His parents were Patrick and Bridget (Moran) McShane, both of whom are now associated with him in the hotel business. He attended the Mayhew and Phillips Schools. After leaving school he learned the merchant tailoring business with Rhodes & Ripley, 99 Summer St., remaining from 1878 to 1882. He then went into the business for himself at the corner of Harrison Ave. Extension and Hayward Pl., continuing until 1889.

In 1890 Mr. McShane removed to South Boston and immediately engaged in the restaurant and catering business at the corner of C St. and West Broadway. That was the second restaurant of any pretensions ever conducted in South Boston. His business rapidly increased and he remained at this location until 1895 when he took the entire building 342 and 344 West Broadway, between D and E Streets. It was named then and known thereafter as McShane's Hotel. Finding even this building too small for his extensive business, in May, 1897, he took possession of what, up to then, was the famous Seaside House at 855 East 6th St. Completely renovating and improving it he opened it as the Peninsula Hotel and has conducted it most successfully ever since. It is the nearest large seaside hotel to the city proper, has a fine cuisine, a specialty being made of fish dinners, and it commands a beautiful view of the harbor.

Mr. McShane is a member of South Boston Conclave of the Improved Order of Heptasophs, King Solomon Lodge, of the Knights of Pythias, Boston Lodge of the Independent Order of Odd Fellows, South Boston Yacht Club, Columbia Yacht Club, the Red Men and the Trimount Athletic Club, of the latter of which he has been president since 1893. He has been ever interested in athletic sports and competed successfully in many contests. Mr. McShane married Miss Julia F. Callanan of Boston, they have four children, Blanche, Frank, Helen and Henry, and they reside at 18 Charles Street, city.



JOHN R. McHUGH, lawyer, at 475 West Broadway, and 27 School Street, Boston, was born in Pittsburg, Pa., Dec. 17, 1876, and came to South Boston about three years later.

He received his early education in the Lawrence Grammar School, from which he graduated in 1891. He then entered the English High School, graduating in 1894, after which he took the advanced course. Concluding this he began the study of law, entering the Boston University Law School, after two years of study in the office of Hon.



Henry F. Naphen. He received his degree in 1899, and in July of the same year he was admitted to the Massachusetts Bar. Mr. McHugh is a member of the Twenty-Five Associates, Wolfe Tone Association of the Clan-na-Gaels, Division 57 of the Ancient Order of Hibernians, James E. Hayes Council of the Knights of Columbus and SS. Peter and Paul's Court of the Massachusetts Catholic Order of Foresters. He resides at 123 M Street.

JOHN J. MERRIGAN, editor and publisher of the South Boston News, was born in Boston, Nov. 25, 1855. His parents were Peter and Mary Merrigan, and they moved to South Boston in 1856, and the subject of this sketch has been a resident of the peninsula district ever since. He attended the Mather School, the Lawrence School, and then, while beginning the battle of life, he continued his studies at the evening classes of the Boston Latin School. In fact, in his early boyhood, when attending the primary school, he worked as a newsboy, the income from this occupation aiding in his support, while he struggled for an education.

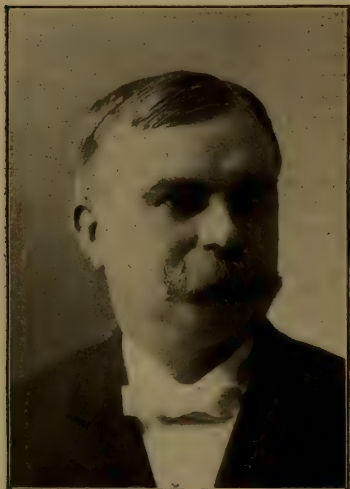
Shortly after leaving school Mr. Merrigan worked for a short time at book-binding, intending to learn that trade, but at the end of a year he changed to the position of clerk for Thomas Strahan, proprietor of one of the largest wall paper establishments in New England. This, however, did not seem to be his vocation, and, tiring of it, at the end of a few years, he went to work for a large building firm, remaining three years. After quitting this latter occupation he followed a new line, that of advertising solicitor, and achieved remarkable success at it. During his early career in the advertising business, he was political manager for Pres. Calvin A. Richards of the Metropolitan Street Railway Co. He took charge of the advertising department of one of the South Boston weeklies, and, in 1885, started the South Boston News and purchased it in 1886, and which he has published very successfully since then. He was manager for Hon. M. J. McEtrick's congressional campaign in 1892 and has been prominently identified with the campaigns of Govs. William A. Gaston, William E. Russell and Benjamin F. Butler, and his paper has ever been a factor in local campaigns. In the management of the News Mr. Merrigan has adopted and ever followed strict business principles. It is a truly local paper, ever advocating the interests of the district and general welfare of the people. Mr. Merrigan is a single man and lives in this district.

DANIEL V. McISAAC, lawyer, is a son of Alexander and Jane (Rogers) McIsaac. He was born in Pembroke, Me., Nov. 6, 1871, and came to South Boston, November 3, 1884.

After finishing his studies in the public schools, he entered the printing trade, finally becoming foreman of one of the largest plants in the city. He entered Boston University Law School in 1895 and graduated with honor in 1898 and passed the bar examination, after which he began the practice of law, his office being at 27 School Street. He represented Ward 15 in the Common Council in 1897 and 1898 and in the Legislature in 1899-1900. He married Miss Mary E. Luchini in 1899 and they have two children, Charles F. and William A. McIsaac. They reside at 381 Dorchester Street. He is a member of the Pere Marquette Council of the Knights of Columbus, Ancient Order of Hibernians, Mosquito Fleet Yacht Club, and vice-president of the Democratic City Committee in 1903.



ARTHUR F. MEANS, lawyer, was born on G Street, September 16, 1857 of John Witham and Sophia Rumney (Wells) Means. He attended the Hawes, Lincoln and English High Schools, graduating from the Boston University Law School in 1878, and has practiced very successfully ever since in Boston, among his important cases being the Amos Stone land suits, Hall-Newton-Benshimol sewer cases, Kingsbury-Boston-Burrill claim suit and others. He has been a member of the City Council, the Legislature, British Charitable, Scot's Charitable and N. E. Hist'l. Gen. Societies and has written several articles on early Scotch-Irish Immigration to Maine, and the history of early Boston residents. He has been president of the Law School Alumni, the English High School Class of '74, and of improvement associations in Roxbury, Somerville and Duxbury, and was president of the British American Club, which succeeded the Park Club, which did much in bringing about a better feeling between the two nations.



Equity Jurisprudence attracted the attention of Mr. Means after his admission to the Bar, and on the Judiciary Committee of the Legislature he aided in the passage of the law which gave the Superior Court general equity jurisdiction. He studied law in the office of Hon. Charles T. Gallagher, and has been associated with the late William B. Whiting of New York and the late William B. Gale. In an important case, where Mr. Means secured judgment for his client, Judge Holmes said: "Since I have been upon the bench I have never been so much assisted by counsel as I have been in this case." Of the students in his office there have been Asst. Dist. Atty. Sughrue, J. Porter Crosby, Clarence W. Rowley, John Slutsky Slater, and R. B. Hayes.

Mr. Means married Miss Katie Allen Snow, has two children, Arthur F. Jr. and Robert Snow (the latter named for the late Robert F. Means,) and he now lives in Somerville and in summer at Duxbury. He is a member of Suffolk Council, R. A., Mt. Pleasant Lodge, I. O. O. F., St. Paul's Masonic Lodge, De Molay Commandery K. T. and Massachusetts Consistory 32.

the late Robert F. Means,) and he now lives in Somerville and in summer at Duxbury. He is a member of Suffolk Council, R. A., Mt. Pleasant Lodge, I. O. O. F., St. Paul's Masonic Lodge, De Molay Commandery K. T. and Massachusetts Consistory 32.

HARRY J. MEGHRAN, engaged in the real estate business, auctioneer, justice of the peace, appraiser, fire and life insurance agent and the placing of mortgages, was born in South Boston, September 25, 1872. His parents were Patrick T. and Mary A. (O'Neil) Meghran. His father was a long time resident of South Boston and his mother for many years a resident of old Fort Hill. He attended the primary school of the peninsula district and then the old Bigelow Grammar School, graduating from the latter in 1889. He finished his education in Comer's Commercial College attending the evening classes.

After leaving college Mr. Meghran entered the employ of John A. Devine, in the real estate and insurance business, as confidential clerk and financial agent, remaining with him until 1898. In the latter year Mr. Meghran went into the business for himself at his present location, 494 East Broadway, and the following year opened an office, also, at 298 Bowdoin Street, Dorchester.

In both offices Mr. Meghran carried on a large and lucrative business. He is the agent for the Mercantile Insurance Co. of Boston, the Palatine Co. of Manchester, Eng., the Hamburg-Bremen Co. of Germany, the North German Co. of Hamburg, Germany, the Agricultural Co. of New York, the Home Insurance Co. of New York, the New York Plate Glass Insurance Co., the American Fire Insurance Co. of St. Louis, Mo., the National Insurance Co. of New York and the London Guarantee Accident Co. He also does an extensive business in the buying and selling of real estate, the care of real estate and the collection of rents.

Mr. Meghran was married, in October, 1900, to Miss Margaret F. Heffren of Dorchester and they have one child, Margaret M. Meghran. Mr. Meghran lives at 509 East Broadway and is a member of the Pere Marquette Council of the Knights of Columbus of which organization he was, until recently, a trustee. A life long resident of South Boston, Mr. Meghran has always taken particular interest in public affairs.



JOSHUA MERRILL, oil manufacturer and merchant, may well be called the father of the oil industry of the United States. To no other man is due more credit for the improvements in and scientific discoveries of illuminating and lubricating oils, than to Mr. Merrill. Born in Duxbury, Mass., Oct. 6, 1828, of Rev. Abraham Dow and Nancy (Morrison) Merrill, he began his studies in his native town and completed them in Lowell, Mass. At the age of 15 years he came to Boston, entering the employ of his elder brother in the manufacture of paper hangings. In 1853 he embarked in the oil business, selling lubricating oils for the United States Chemical Manufacturing Company of Waltham, Mass. About this time, also, he was acting as the introducer and seller of a coup oil manufactured by Luther Atwood of the well known firm of pharmaceutical manufacturing chemists, Philbrook & Atwood, and secured a large trade with the cotton mills and railroads, including the New York Central R. R., the Boston & Albany R. R., the Fitchburg R. R. and the Lowell R. R. This company soon secured the confidence of Samuel Downer, a manufacturer of sperm, whale and lard oils, with the result that Mr. Downer purchased stock until he had secured entire control of the company. The entire year of

1856 Mr. Merrill spent in Scotland with Mr. Atwood. The time was employed in building works and introducing the oil to the factories of Yorkshire and Lancashire, but mostly in Glasgow and Manchester. This was for George Miller & Co., who were permitted to introduce the process in that country.

On returning from Europe, toward the latter part of 1856, Mr. Merrill and William Atwood, brother of Luther Atwood, engaged in extracting oil from Trinidad asphaltum, and this oil, with a patented burner of Col. Jones, was widely sold throughout the country, and the New York

Kerosene Oil Company was soon started. Mr. Abram Gessner, who was at the head of the company, originated the word "kerosene," it being derived from two Greek words "keros" wax, and "sene" light, or wax-light. This company and the Downer company of South Boston for many years had the sole rights to the words "kerosene." Before 1860, the Downer company, largely through the aid of Mr. Merrill, succeeded in distilling Albert coal, mined in New Brunswick, and excellent results were attained and soon there was a tremendous business in this oil.

In subsequent years Mr. Merrill was prominent in the discoveries of the benefits and utilization of petroleum oil, and hundreds of thousands of cases were shipped to all parts of the world. Mr. Merrill was the first man to use sulphuric acid and alkali as a deodorizing or bleaching agent on oils as a final process, making them fit for market. This was as early as 1857. By the merest accident, of a piece of charcoal working into the narrow part of the condenser and clogging it up, the discovery of a new oil was made. Mr. Merrill immediately experimented, with the result that in May, 1869, there was patented by him a new apparatus for producing the oil and also a patent on the oil itself. Patents were also secured



JOSHUA MERRILL.

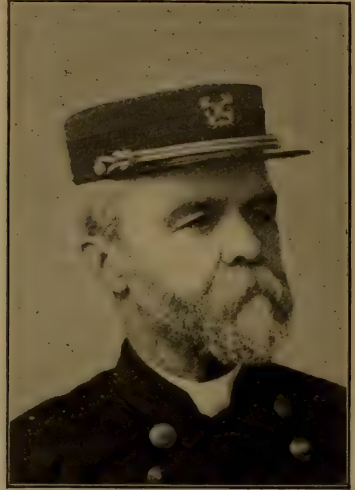
in Europe for Merrill's Odorless Lubricating Oil. In 1870 Mr. Merrill, after long and patient experimenting, assisted by his brother, Rufus S. Merrill, perfected an oil for illuminating purposes to which he gave the name Mineral Sperm Oil, which has been of incalculable benefit to the people of the United States.

On the death of Mr. Downer, the entire plant in South Boston was purchased from the heirs by Mr. Merrill and his brother. This ownership continued many years. The firm now is Joshua Merrill & Son, 122 West First Street. Mr. Merrill is married and has four children.



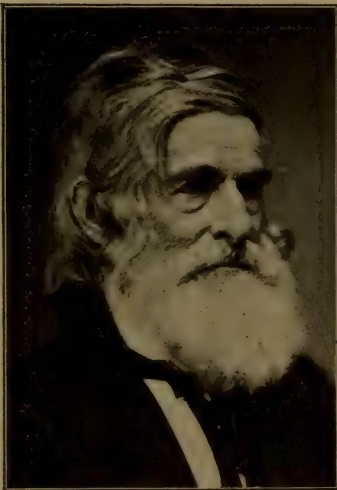
SERGT. JACOB SCHWARTZ

About 46 years in the U. S. army; veteran of Mexican War; ordnance sergeant at Fort Winthrop; Died, Sept. 14, 1898.



WILLIAM JONES, U. S. N.

Nearly 50 years in the U. S. navy, many years as boatswain; Popular yachtsman; Died May 5, 1903.



DR. SAMUEL G. HOWE

The first, and for many years after, superintendent of the Perkins Institution for the Blind. Died in January 1876.



JOHN J. MCCLUSKEY

Well known basso; 26 years bass soloist of the Cathedral; Staunch friend of Carney Hospital. Died April 8, 1894.

CHARLES J. MEISSNER, painter, was born on High Street, Fort Hill district, March 25, 1866, his parents being John G. and Mary Meissner. He attended the East Street

Primary and a private school, and, after removing to South Boston, studied in the Lincoln and later in the English High Schools. He served his apprenticeship as a painter with Nat Howard, working in many shops of this city and elsewhere, and started in for himself in the summer of 1894 at 641 East 4th Street, and, since May 1, 1899,

has been in partnership with Frank R. Fitzgerald at 666 East Broadway. Mr. Meissner is married, has three children, John, Carl and William, and lives at 313 Emerson Street. For several years he was affiliated with the National Master Painters' Association, on the executive board in 1899, and was recording secretary of the local association. He is a member of the South Boston Citizens' Association and other local organizations.



JOHN E. MEENAN, undertaker, was born in Roxbury, Sept. 18, 1870, of John E. and Mary A. (Kelly) Meenan, attended the Dudley School, and came to South Boston in

1886. He then entered the employ of James F. O'Donnell, remaining eight years, and then worked for Lewis W. Leary for eight years, thoroughly learning the business, and in 1902 he started in for himself at his present location, 603 East Broadway, near I Street. He graduated from the Champion School of Embalming, taking a double course.

In 1900, he married Miss Jennette E. McDonald of South Boston. They have two children, Agnes E. and John E., and they live at 607 East Fourth Street. Mr. Meenan is financial secretary of Pere Marquette Council, K. of C., and a member of Div. 36, A. O. H. Among the business men of South Boston Mr. Meenan is held in high esteem and, during his nearly twenty years residence here, he has taken an active interest in public affairs.



JOSEPH H. MILEY, wagon and carriage builder, is the proprietor of a business that has been conducted successfully for nearly fifty years. He was born in South Boston, April 12, 1870, his parents being Thomas Miley and Bridget (Cassidy) Miley. He was educated in the Capen Primary School, the Lincoln Grammar School, and attended, for a time, Comer's Commercial College.

Thomas Miley, the father of the subject of this sketch, a respected resident of South Boston for nearly half a century, was engaged in the building of wagons and carriages from 1854, previous to that time working on the old busses, known as the "hourlies." From a small beginning he extended his business until he was one of the leading men in that line in the district. Throughout South Boston Mr. Miley was well and favorably known, an exemplary citizen, prominent and generous in charitable affairs and truly zealous for the public welfare and a staunch admirer of South Boston. He died in December, 1893, and the esteem in which he was held was fully attested by the large gathering of well known South Boston residents and the many business men of the district, who attended the funeral.

Joseph H. Miley, after leaving school, entered the employ of his father, and, on the latter's death, succeeded to the business. In 1854, and for many years afterward, this establishment and one other had all the business in the district. Now there are five such establishments. Mr. Miley's business is located at 517 and 519 East Second Street, and so extensive is it, that it occupies much of the property north of Third Street, near Dorchester Street.

In 1892 Mr. Miley married Miss Elizabeth F. Mullen, of South Boston and they have six children, Elizabeth, Katherine, Frances, Mary, Joseph and Thomas. They live at 22 Morrill Street, Dorchester. Mr. Miley is a member of Winthrop Council, 538, of the Royal Arcanum, the Carriage and Wagon Builders' Association and South Boston Citizens' Association. In all of these organizations Mr. Miley takes an active interest.



ROBERT J. MILLER, awning, tent and flag manufacturer, a former resident of South Boston, was born on Fifth Street, September 3, 1853 of Robert and Anastasia (Kennedy)



Miller. He attended the Mather School, graduating from the Lawrence School in 1869 and from the English High School in 1873. Following the business of his father he has for many years been engaged in the manufacture of awnings, tents and flags, at 230 State St., Boston. The business was established by the senior Miller in

1847, and Robert J. took it up in 1875, and, since 1881, when Mr. Miller, Sr., died, has continued it. The business has been made, by Mr. Miller, very extensive, and he has a wide reputation for interior and exterior decorating. At the time of the dedication of the Dorchester Heights monument March 17, 1902, Mr. Miller did much of the decorating in South Boston. Mr. Miller married Georgiana Hastings and they live at 28 Edson St., Dorchester.

JOHN P. MORGAN, grocer, is a native of South Boston, having been born in this district, Aug. 14, 1868. His parents were John and Margaret Morgan, well known residents of the peninsula. He attended the primary school and was graduated from the Bigelow Grammar School on West Fourth Street. After leaving school he went to work for Barnabas Eldredge, dry goods dealer at the corner of D Street and West Broadway, where he remained for ten years and then went into the grocery business on his own account in 1893.



Mr. Morgan is one of South Boston's self-made men and now enjoys a large and lucrative business. He is located at the corner of E and West Third Streets. Mr. Morgan is a member of the South Boston Citizens' Association, the Holy Name Club of St. Vincent's Church, and also of the South Boston Council of the Knights of Columbus. In 1900 he married Miss Katherine G. Haynes, also of South Boston, and they live at 120 K Street.

JOHN E. L. MONAGHAN, one of the prominent young men of South Boston, was born in Oldham, England, Feb. 20, 1877. His parents were Michael J. Monaghan and Julia (Devanney) Monaghan. When but three years of age young Monaghan, with his parents, crossed the Atlantic and made their home in South Boston. He attended the Cyrus Alger and graduated from the Lawrence School in 1890, and from the English High School in 1893. For a short time he worked at the dry goods business, then in the post office, and studied law to obtain a general legal knowledge, and now works for a building concern, and is a student of civil engineering at the Institute of Technology, having won a scholarship through proficiency in his studies. He lives at 319 West Fourth St. He married Miss Mary A. Kerns. Mr. Monaghan represented Ward 13 in the Common Council of 1900 and 1901, and is a member of Div. 32, A. O. H. and the Pickwick Club.



WILLIAM F. MULCAHY, clothier, was born in Rathcormac, County Cork, Ire., Feb. 2, 1834. He attended school in his native town until 1848, when he came to Boston.

In 1860, he went to Marlboro, Mass., where he completed his school life, worked in a shoe factory, and, in 1858, together with his brother, engaged in the manufacture of children's and misses' shoes. In 1860, he removed to Boston, engaging in the retail boot and shoe trade on Federal St., continuing in that business until the great fire of 1872, when he was burned out.

From that time he has been in the retail clothing business, and is at present engaged in that, with his son, at 30 Broadway. He has lived in South Boston since 1860, excepting four years when he was in Rochester, N. H. Mr. Mulcahy was married in South Boston in 1863, to Annie A. Gleeson, and has two daughters and one son. One of his daughters is a teacher in the South Boston High School.



MATTHEW J. MULLEN, undertaker, was born in South Boston, in old SS. Peter and Paul's parish, of John and Margaret Mullen, who came to South Boston in 1828. He attended the Lawrence School when Masters Hardon and Stearns were in charge and graduated in 1864. While attending the Lawrence School he was, for a time, a pupil of Miss Margaret A. Moody who was held in high esteem by all her pupils and who remained a teacher until 1892. After leaving school he worked for William L. Brown, dealer in fancy goods on Washington Street, for three years, and then for the publishing house of Johnson, Frye & Co. on Bromfield Street, for many years. In 1876 he started in as an undertaker at the same place where he is now located, 650 East Broadway, and during all those years he has buried many of the prominent residents of South Boston.

During his quarter of a century of business in this section Mr. Mullen has interested himself in many public matters for the good and welfare of the people of the district. He was a member of the Board of Overseers of the Poor for three years and until 1900, having been appointed by Mayor Quincy, and he has been administrator of many estates. Mr. Mullen has ever manifested a deep interest in the Carney Hospital and has served on its committees for many years. For thirty years he has been a member of the choir of the Gate of Heaven Church, and is a member of the Gate of Heaven Conference of the St. Vincent de Paul Society, the Massachusetts Undertakers' Association and a member of the Executive Committee, the Massachusetts Social Club, Garfield Council of the American Legion of Honor, of which he was one of the charter members, Lawrence School Alumni Association, South Boston Building Association, South Boston Citizen's Association and St. Augustine's Cemetery Improvement Association. He enjoys a large and extensive acquaintance throughout Boston and has large real estate interests in South Boston. Mr. Mullen lives at 650 E. Broadway.



THOMAS A. MULLEN, lawyer, for many years a resident of this district, was born in South Boston, June 10, 1862. His father, Edward Mullen, lived in the district sixty years.

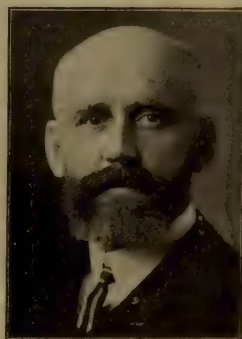
Educated in the Lawrence School, he graduated from the Boston Latin School in 1880, a Franklin medal scholar, took the academic course at Harvard, graduating in 1884 with highest honors. From 1885 to 1893, he was a teacher in the Boston Latin School, enjoying the distinction of being the youngest teacher in that school since its



foundation in 1635. He entered the Harvard Law School, finishing a three years' course in two years, graduating in 1895. In 1896 he was appointed private secretary to Mayor Josiah Quincy of Boston, which position he held until 1898, when he was made assistant city solicitor. He has an extensive law practice, and is a member of many leading organizations. In 1891, he married Miss Mary Louise Quigley, has two children, and they live on Aberdeen Road.

MICHAEL J. MURRAY, a proprietor of Brigham's Hotel, 642 and 644 Washington St., born in South Boston, July 11, 1860, of Michael and Margaret Murray, attended the

Lawrence and Boston Latin Schools. He worked at the clothing, and then the insurance business, then, in 1889, for the city engineer in the construction of improved sewerage, in 1890, the western division of the water works department, in 1891, in the superintendent of streets office, and from 1892 to 1900, was chief clerk of the sanitary division and civil service clerk for the street department. In 1900, he bought the famous Brigham's Hotel, which he has conducted ever since. He married Miss Mary E. Sullivan, has six children, Thomas H., Michael J., Jr., George D., Mary A., Margaret and Norman, and they live at 7 Grace St., Ashmont. He is a member of the Royal Arcanum, the Workmen, the Hep-tasophs, Knights of Columbus, Boston College Asso., Catholic Union and Clover Club.



DR. PATRICK MORRIS, who died Nov. 10, 1897, was one of the oldest druggists in Boston, having first entered the business in Roscommon, Ire., his native place, in 1841, with Dr. John Burke, uncle of the famous Dominican preacher, Rev. Thomas Burke. Arriving in this country he entered the employ of Dr. Sharkey, in the same business, at the corner of Federal and Purchase Streets, and in 1850 he opened a place for himself. Daniel Webster, Rufus Choate, Edward Everett and Dr. Hyndman were customers and close friends of his. Dr. Morris was burned out in the big fire of 1872 and he then moved to the corner of Federal and Kneeland Streets, and, in 1884, he established a branch store at 1411 Washington Street, where he continued until his death. Three daughters and four sons survived him, the latter being Dr. John G. Morris, Dr. George P. Morris, Robert E. Morris and Charles H. Morris.



DR. GEORGE P. MORRIS.

DR. GEORGE P. MORRIS, physician at 702 East Broadway, is a son of Patrick and Mary (Gavin) Morris. He received his early education in the public schools of this district, graduating from the Lincoln Grammar School. After finishing his studies there he entered the Boston Latin School, where he took the regular course of study. After finishing there, he then entered Harvard College, and graduated from that institution with the degree of A. B. Later he began the study of medicine at the Harvard Medical School, and finished the course in 1891, receiving the degree of doctor of medicine. Shortly after this he became established, and has been practicing medicine since that time. Dr. Morris is a member of the Massachusetts Medical Society.

DR. JOHN G. MORRIS, physician at 97 West Broadway, was born in Boston. He received his early education in the Lincoln Grammar School and the Boston Latin School. Concluding his studies at the latter institution, he entered Harvard College, and, after receiving the degree of A. B., he entered the Harvard Medical School, and received his degree of doctor of medicine. He then began the practice of medicine in South Boston, in which he has been very successful. Dr. Morris has been visiting physician to St. Elizabeth's Hospital, Boston, for over twelve years. He is a member of the American Medical Association, the Massachusetts Medical Society and the Suffolk District Medical Society. He is also medical examiner for the Equitable Life Assurance Society of the United States. He resides at 97 West Broadway.

JOSEPH HENRY S. NEWTON, produce merchant, is associated with his brother, William L. Newton. He was born in Roxbury, Dec. 30, 1878, of Joseph H. and Theresa J. (Dunn) Newton. Coming to South Boston in 1880, he was educated in the Bigelow School and attended the Evening High School. He first worked for the Boston Stock Exchange as a messenger and finally as a clerk, but resigned,

after eight years service, to enter the produce business. He is a member of South Boston Council of the Knights of Columbus, Lady of the Rosary Court, C. O. F., Broadway Associates, and the Boston Pedlers' Protective Association. He resides at 260B West Broadway.

WILLIAM L. NEWTON, produce merchant, and councilman in 1903, was born in South Boston, Feb. 27, 1881, of Joseph H. and Theresa J. (Dunn) Newton. He attended the Bigelow Grammar School, graduating in 1894, and then attended the Evening High School. He first worked for Clarence Hallett, stationer, during the early morning, and late afternoon and evening outside of school hours, and also worked three years for the Boston Stock Exchange. In 1898 he entered business for himself as a produce merchant,



JOS. H. S. NEWTON.



WM. L. NEWTON.

and in 1899 formed a partnership with his brother, Joseph. The business has rapidly increased, and they now have five horses and five teams. In the fall of 1902, but a few months after becoming of age, the subject of this sketch was elected to the Common Council from Ward 13, after one of the most interesting and vigorous campaigns ever waged in the district. He served in that body in 1903. He is a member of Robert Fulton Council, of the Knights of Columbus (of which he is lecturer), Division 60, A. O. H., Young Men's Lyceum, (a past president), Broadway Associates, Pickwick Club, Lady of the Rosary Court, C. O. F., Holy Name Club of St. Vincent's Church, and the Boston Pedlers' Protective Association. He lives with his mother at 260B West Broadway.



HON. PATRICK A. COLLINS

Mayor of Boston, 1902-1903; started political career in South Boston, which was many years his home; now a resident of Brighton.



JUDGE JOSEPH D. FALLON

Presiding Justice of the Municipal Court since 1893; earnest advocate and vigorous supporter of matters in the interest of the district.



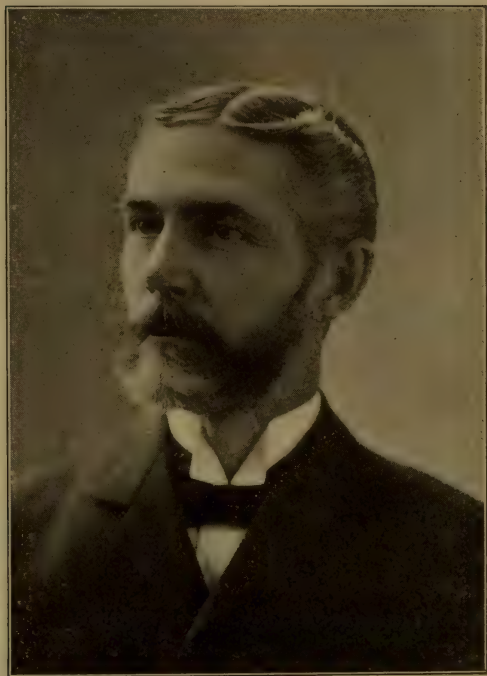
BERNARD JENNEY

President of the Jenney Manufacturing Co.; a resident of South Boston since 1837; public spirited and highly esteemed by all.



MICHAEL ANAGNOS

Successor to Dr. Howe as Superintendent of the Perkins Institution for the Blind, and Secretary of the Board of Trustees.



HON. HENRY F. NAPHE.

HON. HENRY F. NAPHEN, lawyer and congressman from the 10th Massachusetts District 1899 to 1903, was born in Ireland, August 14, 1852, of John and Jane (Henry) Naphen and, in his infancy, came to Lowell, with his parents. He was educated in the public schools. After a course at Harvard, as resident bachelor, he studied law in the Harvard and Boston Universities and was admitted to the Suffolk bar in November, 1879, after a final course in the office of Burbank & Lund. Congressman Naphen occupies a high position among the lawyers of Suffolk County and has a wide and extensive practice.

From the time of his removal to South Boston, Mr. Naphen has been identified with its interests, and, ever a sterling Democrat, he allied himself with that party and fought with it in many battles, before he would accept public office himself. He was elected to the School Board in 1882 for a three years' term, and in 1885 and 1886 he represented the Fifth Suffolk District, (South Boston,) in the State Senate, thus being obliged to decline a reelection to the School Board. In the Senate, as in the School Board, Mr. Naphen did magnificent work advocating and securing much important legislation.

In 1898, having received the Democratic nomination for Congress in the 10th Massachusetts District, he was triumphantly elected. The district, then, was somewhat in doubt as to whether it was Democratic or Republican, and by some it was considered a Republican stronghold because previously represented by one of that political faith. Throughout his first term in Congress, Mr. Naphen gave unsparingly of his time to that important office and took an important part in national legislation. He vigorously opposed the expansion policy of the Republican party and made memorable speeches on the Porto Rican question, the trusts, the Philippine question, the improvement of Boston Harbor and many other important measures. Of particular interest to his district were his successful efforts in behalf of Cove Street Bridge and the Dorchester Bay Life Saving Station. When a gigantic combination of moneyed men and corporations were striving to prevent the building of the important Cove Street Bridge, which was provided by the Massachusetts Legislature to take the place of the abolished Federal Street, and had successfully appealed to the Secretary of War to stop it because it would be

an "interference to navigation", Congressman Naphen brought forth sufficient argument and influence to reconsider such action and the order was issued to proceed with the bridge. It was through his work in Congress, also, that the appropriation was secured for the large steam launch for the life saving station. This station, since its establishment in 1896, had given repeated evidences of its great value and necessity. There were times, however, when it was found that the small naphtha launches were of but little use in heavy storms or for heavy service. The matter was brought to the attention of Congressman Naphen, and he, against some little opposition, succeeded in getting an appropriation for the steam launch "Relief," which was ever afterward in use.

Renominated by his party in 1900, Congressman Naphen was re-elected by a majority of more than 7200 votes, a remarkable victory, placing the district in the Democratic column without a doubt. Congressman Naphen continued his good service during his second term, but, owing to the tremendous increase of his law business, in the fall of 1902 he was obliged to refuse a renomination for a third term. Mr. Naphen is vigorous and earnest in debate and in the halls of Congress his voice was frequently heard in support and for the public good.

Mr. Naphen is a member of the Boston Athletic Association, the Boston Press Club, the University Club, the Old Dorchester Club, the Democratic Club of New York, Boston Lodge 10 Benevolent and Protective Order of Elks, Orpheus Musical Society, City Point Catholic Association, Charitable Irish Society, Catholic Union, Ancient Order of United Workmen, Ancient and Honorable Artillery Co., Bostonian Society, Dorchester Historical Society, Columbia Yacht Club, Mosquito Fleet Yacht Club, Young Men's Democratic Club of Massachusetts, Knights of St. Rose, Massachusetts Catholic Order of Foresters, honorary member of Dahlgren Post 2, G. A. R., and Benjamin Stone Post 68, G. A. R., American-Irish Historical Society, Harvard Union, South Boston Council K. of C., South Boston Citizens' Association, Roxbury Historical Society, associate member of the 1st Corps of Cadets and a director of the Working Boys' Home.

In August, 1882, he married Miss Margaret A. Drummey and they have three children, Mary T., Gertrude C., and Agnes J. He resides at 501 East Broadway.

SERGEANT GEORGE H. NEE served as a member of Company H, 21st Infantry, U.S.A., during the Spanish-American war in Cuba and through the Philippine Insurrection. His meritorious service won for him a Medal of Honor, two promotions, and recommendations for a lieutenant and a Certificate of Merit. He was born in South Boston, receiving his early education in the



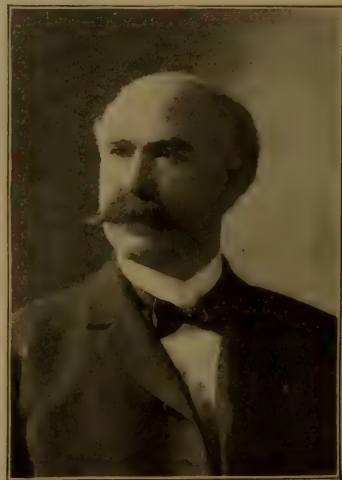
Mather and Lawrence Schools. He was among the first to enlist in 1898, and his services won for him the highest decoration for personal valor, the Medal of Honor, presented in the name of Congress. Sergeant Nee participated in the campaign of Santiago and the battles of July 1, 2, 3, 10 and 11, 1898. It was at San Juan, July 1, 1898, that, through jeopardizing his life in rescuing wounded from in front of the firing line, he was awarded a Medal of Honor.

In the Philippines he was in the expedition into Cavite Province July 9 to 15, 1899; expeditions from Morong to Porte, July 16 to 20, 1899; engagements at and about Calamba, July 26, 27 and 30, 1899. At the battle of Calamba, he led his comrades to victory, after Lieut. Love had been shot, and was especially commended by his commander, recommended for a Certificate of Merit and promoted to a sergenty. Later he won distinction by volunteering to save his company from annihilation at Lake Los Banos. An attack was threatened and reinforcements were necessary. Sergt. Nee crossed the lake at night in a native dug-out with two Filipino guides. After landing, he penetrated the wilderness to Gen. Hall's headquarters and his company was saved by reinforcements which were sent to its aid. On his return home Sergt. Nee was tendered a reception and banquet by the citizens of South Boston and presented with a diamond studded charm. Sergeant Nee is a member of the Boston Police Dept., and is identified with the Police Relief

Ass'n, Charitable Irish Soc., Medal of Honor Legion. Roger Wolcott Camp L. S. W. V., Robert Fulton Council, K. of C., St. Augustine's Lyceum and Div. 58 A. O. H. He represented the Medal of Honor Legion on the chief marshal's staff on Evacuation Days 1902 and 1903.

MICHAEL W. NORRIS, well known in political and business circles, was born in the County Cork, Ire., about 1853, his parents being Michael and Mary (Davis) Norris. Coming to America at an early age, he attended the East Street School and graduated from the old Boylston School, removing to South Boston in 1870, where he has since resided. He is one of South Boston's many self-made men. He had a varied experience in business, being first a telegraph messenger boy, then a boy in the kindling-wood business, then drove a team for Prentice & Co., joined with James Nolan in the business of ballast lightering, then as a fisherman on the schooner Lady Thorne and later on other vessels, worked for Adams and Wenneberg on Commercial Wharf as a fish buyer, was a sailor on the Great Lakes, worked in the mills of Pittsburg, and, after trying his hand at several other lines, entered the liquor business in 1883.

Becoming well known in Ward 13 affairs and interesting himself in politics, Mr. Norris was elected to the Common Council, and served in 1888, 1889, 1890, 1891, 1892, 1894, 1895 and 1898, and in the Board of Aldermen for 1900, 1901 and 1902. As chairman of the finance committee, he had splendid opportunity to attend to the wants of his district, and the magnificent gymnasium at the foot of D Street is a monument to his many years of effort. He was successful in securing park betterment assessments reduced in 1894, and worked hard for the completion of the Strandway. He married Miss Nellie A. Berrigan, who died in June, 1901, and has had ten children, one of whom, Michael W., Jr., died. Those living are Mary E., Lillian G., Frederick F., William L., Albert C., Joseph E., Irene H., Caroline M. and Michael W., Jr. He is a member of Div. 7, A.O.H., the Irish American Club, the 25 Associates, South Boston Council K. of C., Elks, Shawmut Rowing Club, Mosquito Fleet Yacht Club, Bay State Riding and Driving Club, South Boston Citizens' Asso., Dorchester Riding and Driving Club, Boston Schwaben Verein, and other organizations. His business is at 115 to 119 W. 4th St., and he resides at 123 W. 4th St.



JOSEPH J. NORTON, deputy superintendent in the street cleaning division of the street department, is a son of John and Mary Norton and is a native of South Boston, having been born here November 19, 1870. He received his early education in the schools of this district, graduating from the Lincoln Grammar School in 1884. He then entered the English High School where he pursued his studies until 1887, when he entered the employ of Patrick Rafferty, who conducted a grocery business at the corner of K and East Third Streets.

The following year he became assistant secretary of the Boston Fruit and Produce Exchange, which position he held until 1899. In the meantime he became interested in politics and in 1895 he was elected a representative to the Massachusetts House of Representatives from Ward 14 and the following year was re-elected. In 1898, he was a candidate for alderman and was elected and was re-elected in 1900 and 1901. Under the administration of Mayor Patrick A. Collins he was appointed to the position of deputy superintendent of street cleaning, in the street department, with offices at 923 Tremont Building.

During his political career Deputy Superintendent Norton was always active in the interests of South Boston, and was instrumental in procuring for the district many extensive and necessary improvements. It was through him that many other young men have become prominent in political life, and have been elected to public office in state and city.

Deputy Superintendent Norton was a member of the Democratic State Committee in 1899 and was first vice-president of the Democratic City Committee during 1898 and 1899. He is at present a member of the Boston Fruit and Produce Exchange, the South Boston Citizens' Association, Massachusetts Catholic Order of Foresters, Mosquito Fleet Yacht Club, Somerset Associates, and Farragut Lodge of the Ancient Order of United Workmen and for many years was a member of the Ward 14 Democratic Committee. Deputy Superintendent Norton is married and lives at 88 M Street.



J. CARLTON NICHOLS, a member of the hardware firm known as "The Hoyt Company," was born in Cohasset, Mass., in 1858, but came to South Boston with his



parents when two years old and has resided here ever since. He was educated in the public schools of South Boston, and, when fifteen years old, entered the hardware business and has remained in it ever since, being at present senior member of "The Hoyt Company," having stores in South Boston and Dorchester. He represented South

Boston in the Boston School Board in 1898, 1899, 1900 and 1901. Mr. Nichols is a trustee of the South Boston Savings Bank and of Bethesda Lodge, Independent Order of Odd Fellows. He is also a member of St. Paul's Lodge, Free and Accepted Masons, St. Matthew's Royal Arch Chapter, South Boston's Citizens' Association and the New England Hardware Dealers' Association. He resides with his family at 159 K Street.

JEREMIAH F. O'BRIEN, iron and steel merchant at 165 A Street, was born in Boston, Dec. 16, 1860, of Patrick and Ellen (McCarthy) O'Brien. He is numbered among the

most enterprising of South Boston's citizens. Notwithstanding his removal to South Boston in 1870 he continued his studies at the Brimmer School and graduated in 1874. His father was one of the oldest iron and steel merchants in the city, having been in business forty years, and was well known and highly respected by all who

knew him. Jeremiah succeeded to the business about 1890, and has since conducted it most successfully. The business is that of buying old iron and steel and is very lucrative. Mr. O'Brien is single and lives at 191 West Fourth Street. He is a member and prominently identified with the American Order of Fraternal Helpers, South Boston Conclave of the I. O. H., Div. 4, A. O. H., and Defender Lodge, 280, N. E. O. P.



CAPT. JAMES J. O'CONNOR, of the Boston Fire Department, was born in South Boston October 18, 1866, and has resided here all his life. He is a son of Timothy F. and Mary



E. O'Connor. He received his education in the schools of this district, having attended the Hawes and Bigelow Schools. After finishing his studies he entered the printer's trade which he followed for a short time. Having a desire to enter the Fire Department, he made application and was accepted January 6, 1888. His career since that time has

won him promotion and his record for saving life has placed his name upon the department's roll of honor. He was promoted to a lieutenantancy December 22, 1893, and to a captaincy February 18, 1898. Captain O'Connor is a trustee of the Boston Firemen's Relief Association, Boston Firemen's Charitable Association, a member of Farragut Lodge, Ancient Order United Workmen, Mt. Vernon Council, Knights of Columbus, and president of the Bachelors' Club.

J. FRANK O'HARE, printer, was born in 1875, and came to South Boston when a child, receiving his education in the public schools after which he learned the trade of



pressman. Always having an interest in matters pertaining to the interests of South Boston, he entered politics. In 1900 and 1901 he represented Ward 14 in the Common Council, and succeeded in having passed the first appropriation of \$7000 for the observance of Evacuation Day. He also secured an appropriation of \$3500 for the extension of

P Street, from Sixth Street to the Strandway and \$9500 for the gymnasium for the M Street play-ground. He was elected to the Legislature for 1903 and was instrumental in having a resolution passed protesting against taking Castle Island and to have it preserved for park purposes. He is a member of the Democratic Committee, Division 13, A. O. H., Robt. Fulton Council K. C., Somerset Associates, City Point Catholic Ass'n and Pressmen's Union 67.

JAMES F. O'DONNELL, undertaker and embalmer, was born in South Boston in 1861, and is a son of Michael and Ann O'Donnell. He received his early education in



the public schools of this district, and after concluding his studies at the Lawrence Grammar School he entered the undertaking business, and has been engaged in it since that time. He worked at his chosen profession until 1882 when he entered business for himself at 224 West Broadway. He remained at that place for a short time, his business being such that more commodious quarters were necessary, and he then moved to his present place of business, 204 West Broadway, where he has been located for the past fifteen years. Mr. O'Donnell is one of the oldest business men in his line in South Boston, having been in the undertaking business more than nineteen years, during which time he has had charge of very large funerals. He is a member of Division 58, Ancient Order of Hibernians.

ANDREW L. O'TOOLE was born in South Boston, March 25, 1878, and is a son of Patrick and Hannah O'Toole. He received

his education in the public schools of this district, graduating from the Bigelow Grammar School in 1892. He then entered the English High School from which he graduated in 1895. In 1896 he won the New England and National Inter-scholastic walking championships, both for in and out door



Finishing his studies, he entered business life as a clerk and worked himself up. He has been interested in public affairs for several years and took active part in local politics as soon as he became of age. He was elected to the Common Council by the Democrats of Ward 13 for 1901 and 1902, and to the Massachusetts House of Representatives for 1903.

He is a member of Robert Fulton Council, K. of C.; Division 58, A. O. H., Irish-American Club, Shawmut Rowing Club and Irish Charitable Society.

MILTON C. PAIGE, wholesale milk dealer, was born in Manchester, N. H., December 8, 1861. His father was Orlando Paige, a prominent business man, and his mother was Susan Clark, a sister of Col. Charles R. Clark, a well known military man. At the age of 16 young Paige came to Boston and learned the business of stationary engineer, securing a position with the Boston Steam Laundry in Jamaica Plain. He remained here two years, relinquishing the position owing to ill-health. After working at the milk business a short time, he embarked for himself in 1881. Since then he has secured a large and lucrative trade, besides attending to other important matters, notably his largely accumulated real estate, including a large stock farm in New Hampshire, surrounding Mosquito Pond, near Manchester.

Entering political life even before coming of age, he has ever been affiliated with the Republican party, having served on the ward committee many years and elected to the Board of Aldermen for 1897 and 1898 by the voters of Boston, serving on important committees and ably representing the city and attending to the needs of South Boston. On the election of Mayor Thomas N. Hart, in 1900, he was appointed Superintendent of Public Buildings, which position he held during that administration.

Mr. Paige is a member of Gate of the Temple Lodge, F. and A. M., St. Matthew's Royal Arch Chapter, East Boston Council Royal Select Masters, St. Omer Commandery Knights Templar, is a thirty-second degree Mason, a member of Aleppo Temple, Mystic Shrine, the old New Hampshire Club, sergeant of the Amoskeag Veterans, Derryfield Club of Manchester, South Boston Yacht Club, United Order of the Golden Cross, Ancient and Honorable Artillery Co., Dorchester Driving Club, Boston Press Club, Boston Lodge, 10, of the Benevolent and Protective Order of Elks, and numerous other societies, in all of which he is interested and very active. April 26, 1899, he married Miss Emeline Marsters, of Haverhill, and they live in the Hotel Eaton.



WALTER PERRY, fish merchant, son of William W. and Emma S. Perry, was born in Essex, Eng., (town of Walthamstow) and attended schools in his native town

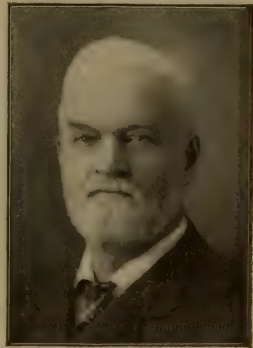
and later in New York and in Charlestown. He came to South Boston in 1887, and started in the fish business as an order boy, about 1887, for Mr. Frisbee. In 1894, he entered the employ of W. N. Lanman, fish dealer, and in 1897 bought the business and formed a partnership with Frank J. Coughlin. Nov. 16, 1898 the partnership was dissolved,

and Mr. Perry has conducted the business since then, at 667 East Broadway. Having made a study of fish, Mr. Perry is an expert on cod and haddock fishing, trapping of lobsters and eels, and the digging of clams in various sections of the coast, and is thoroughly acquainted with the coast and harbors from Bar Harbor to New York. Mr. Perry married Miss Ella A. Crowley and resides at 667 East Broadway.



GEORGE G. PROCTOR, broker, was born and educated in Essex, Mass., his parents being Joseph and Elizabeth G. R. Proctor. He came to Boston in 1874, and the following year to South Boston. He was at first in the mercantile business, but the greater part of his life has been spent in organizing and financing corporations and taking hold of and developing many important inventions, all with great success. As a resident of South Boston he has been deeply interested in political affairs, and, although never

a candidate for office, he has been an important factor in the Republican circles of the district, has managed several successful campaigns and has been recognized as a leader of the party. In 1880 he married Miss Louisa Page of South Boston, and they, with their daughter, Camille L. Proctor, reside at 665 East Sixth St. His office is at 7 Water St. Mr. Proctor is a member of the Knights of Honor, Royal Arcanum and the Order of the Golden Cross.



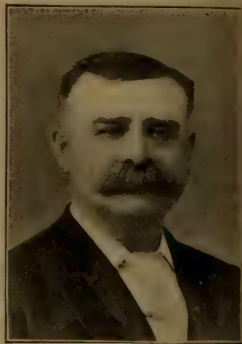
EDWARD J. POWERS, printer and secretary of South Boston Citizens' Association, was born in Boston Feb. 7, 1860, of John and Ellen M. Powers.



With his parents he came to South Boston the following year. He attended the Lawrence and the Bigelow Schools, graduating from the latter in 1873. For a time he was in the office of the now ex-governor, J. Q. A. Brackett, in Joy's Building, was apprenticed to the printing trade in 1877 and began for himself in 1888 at his present location,

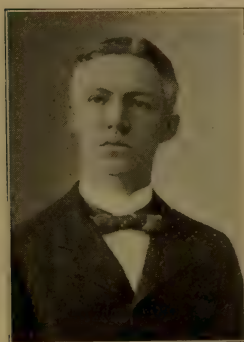
157 Washington St. Mr. Powers was elected to the Common Council from Ward 14 for 1887, 1888 and 1889, was commodore of the Columbia Yacht Club five years and secretary of the Citizens' Association 12 years. He is also a member of Winthrop Council, R. A., James E. Hayes Council K. C., Mosquito Fleet Yacht Club, Boston Typothetae, Master Printers' Association and the Halfus Mugus Club. He is single and resides at 916 East Fourth Street.

PATRICK F. REDDY, health inspector, was born in Boston, March 1, 1840, of Robert F. and Mary Reddy, who came to this country in 1836. His father was in the employ



of the iron works at Saugerties, N. Y., and from 1839 of the Bay State Rolling Mill on the Mill-dam, and came with that firm to South Boston, and was foreman nearly 40 years. Patrick, on removing to South Boston, in 1846, attended the Hawes School and Comer's College. He served his time as molder and machinist in Little Falls, N. Y., and worked in the Bay State Rolling Mills for more than 20 years, advancing rapidly, until he was in charge of the rail mill. Since 1880 he has been health inspector. In 1867 he spent a year in Europe, and, in 1868, married Mary Farrell in New York. Four children are now living, Mrs. Mary Phelan, Mrs. Margaret Carew, Robert F. and Josephine Reddy. He is a member of the Hawes School Asso. and City Point Catholic Asso., and lives at 897 Broadway.

MICHAEL J. REIDY, telegrapher, was born in South Boston, August 8, 1870, and has always been a resident of the district. He was educated in the public schools and later



mastered stenography and telegraphy and for many years has been employed by the leading telegraph companies of the city, and is one of the most rapid operators. Interesting himself from early manhood in political matters, especially in Ward 15, he was elected to the Common Council for the years 1894 and 1895, serving with much distinction to him-

self and his constituents, and was then elected to the Legislature for 1896 and 1897. He has ever been a deep student of public affairs and a very interesting and forceful speaker, his voice having frequently been heard in the legislative halls and in important campaigns. He is a member of the Knights of Columbus, the Ancient Order of Hibernians, and was a member of the Ward Committee. He is married and lives at 103 Old Harbor Street.

DR. CHARLES ROBERT ROTHWELL, physician, 387 West Broadway, a son of Canon Thomas Robert Rothwell and Arabella Rothwell, was born in Kingstown, Ireland,

in 1870. Here he received his early training. He attended the Middleton College Preparatory School and then entered the Royal College of Physicians and Surgeons and at the same time pursued his studies at the Royal University, receiving the degree of A. B. from the latter in 1891. He finished his studies at the former in 1893 receiving the degree of M. D. In the same year he took a six months' course in the Rotunda Hospital, Dublin, and also the Dublin Eye and Ear Hospital. He then became house surgeon in the City of Dublin Hospital, where he remained a year and then to the Liverpool North End Dispensary. He married Miss Esther Falkiner in 1893 and they have two children, Estelle Dorothy and Marjorie Adelaide. Dr. Rothwell came here in 1895 and has since resided here.



EDWARD P. B. RANKIN, local representative of the Boston Herald's staff, is a son of the late Editor Edward B. Rankin and of Frances T. (Roth) Rankin, and was born in



Boston. While an infant, his parents moved to South Boston, where he has resided since, first at 200 K Street and later at 127 K Street. On the death of his father, in 1889, the family moved to 483 East Broadway. Mr. Rankin received his early education in the public schools of this district, having attended the Lincoln and Thomas N. Hart

Grammar Schools, and was about to enter Boston Latin School when the death of his father occurred. He entered the employ of the Boston Herald, and, when 20 years old, was made a member of the staff, and assigned to the South Boston district. He is a member of Pere Marquette Council, K. of C., the Boston Herald Suburban Benefit Association, and is an honorary member of the Tremont Cycle Club. He resides at 516 East Broadway.

DR. JAMES E. ROURKE, dentist, at 474A West Broadway, was born in the city proper, in the old Fort Hill District, and resided there during his early life. While quite

young he came to South Boston with his parents and has resided here since that time. He received his early education in the public schools of this district, and, concluding his studies, he entered upon a business life and for several years was engaged in mercantile pursuits. About the year 1897 he concluded to study the profession of



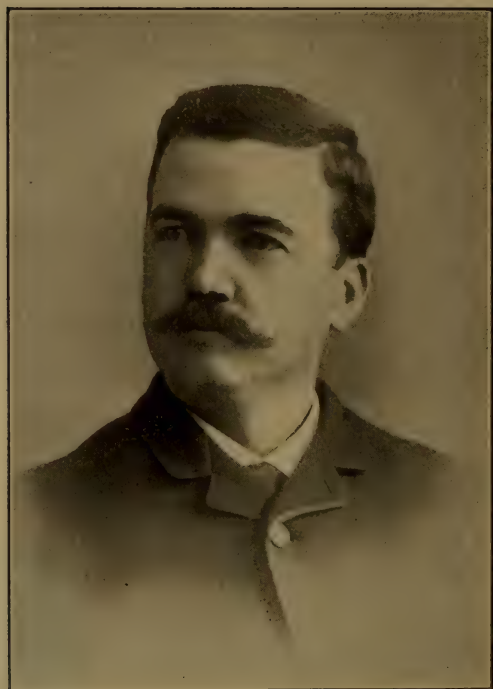
dentistry and accordingly gave up business to enter the Boston Dental College. He was successful in his studies and after passing his examinations opened an office at his present location and has been practicing since that time. Dr. Rourke is favorably known for his participation in many amateur theatricals in and about the city in the interest of local charities. He is a member of the Mass. Dental Society, St. James C.T.A. Society, A.O.H., and other bodies.

REUBEN RUSH, formerly of Rush Brothers, provision dealers, is one of South Boston's bright young men. He was born in England Feb. 6, 1868, and came to Boston in 1884. After working three years for a big business firm at the West End, Mr. Rush went to Chicago, accompanied by his brother, Thomas Rush, where they engaged in business, soon afterward removing to Akron, Ohio. Shortly afterward they were located in New York City, where they did a flourishing business in the sale of typewriters. In 1893 they disposed of the business and Reuben went to the World's Fair. At the close of that exposition the brothers came to South Boston and bought out the provision business at 439 West Broadway, which they continued successfully until their retirement a few years ago, at one time conducting two large stores.

Mr. Rush has ever been a careful and diligent reader, and is well informed on leading topics and well equipped to discuss the questions of the hour. He has ever been interested in political affairs and taken a prominent part in debates. His notable debate was with the well known economist and orator of Brookline, Edward Atkinson. During the presidential campaign of 1896, when gold and silver standards was the issue of the day, Mr. Rush participated in a public debate with Mr. Atkinson, in St. Augustine's Hall on E. Street, which was crowded to the doors. Mr. Rush ably handled his side of the debate, which was in advocacy of the principle contained in the Democratic platform during the famous Bryan campaigns, that of the free coinage of silver, and he then presented strong arguments, which were difficult to overcome. He then, as ever, displayed exceptional ability as an orator and expounder of principles. In 1898 and again in 1900 he successfully managed the campaign of Congressman Naphen and in 1902 that of Congressman-elect McNary.



He was for many years identified with Ward 15 politics but never would accept public office, although frequently urged to be a candidate for high elective positions. In 1893 he married Miss Georgia Lailee, who died in 1901. He has three children living.



EDWARD B. RANKIN.

EDWARD B. RANKIN, deceased, a journalist of note, and for several years prominent in public life in Boston, was a resident of South Boston for several years. He was a son of John and Ellen Rankin, the former a native of New York, although Mr. Rankin was born in Queens-town, Ire., in December, 1846. His parents died while he was in his infancy, and he was left to the care of relatives who shortly afterward came to the United States. His early education was received in the schools of Boston and Lynn, and he graduated from the Boylston School with honors. Shortly afterward he secured employment from Edwin C. Bailey, at that time the proprietor of the Boston Herald. Beginning as an office boy his duties were multifarious, but after three years he was given an opportunity to learn the printers' trade. In 1865, the management, recognizing the latent ability in the then sturdy youth, made him a regular member of the reportorial staff. His ability and conscientious industry in his new post won for him the commendation of his employers, and he was later promoted to the editorial department. During his 29 years' service as an employe of the Herald, Mr. Rankin served successively as general reporter, special writer, court and city government reporter, war correspondent, telegraphic news editor, military editor, and sporting editor. At the time of his death he was engaged as a general writer, with special reference to athletics, aquatics, etc., of which department of the Herald he was the efficient chief. His work on the Herald, as well as on other journals of note throughout the country, of which he was the local correspondent, was recognized as of special merit. His journalistic work was not confined to the United States, as he was a frequent contributor to the columns of the press of London and other cities. For many years Mr. Rankin had attended the national political conventions as special envoy of the Herald, and on three occasions visited Europe as its special correspondent, having returned from there but a short time previous to his death.

Mr. Rankin was well known in social circles. His heart beat warmly for the poor, and to the afflicted his purse was always open. Not only money but time and strength he gave in the cause of charity, and many charitable institutions owe much to him for their successful standing to-day. Of the Working Boys' Home he was a consistent patron, toiling indefati-

gably to relieve that worthy institution of the heavy debt that hampered it, and at the time of his death was its vice-president. He was also an untiring worker for the Carney Hospital and other charities. For fourteen years prior to his death, he had been a prominent citizen of Boston, and political honors innumerable were within his grasp. He was peculiarly modest and retiring, however, and refused to seek anything, declining everything except such honors as were actually thrust upon him. He served on the School Board from 1871 to 1875 inclusive. From 1872 to 1875 he represented his district in the Massachusetts Legislature, achieving a reputation for probity and judgment. In 1880 he received a handsome complimentary vote as the Democratic candidate for presidential elector. As a member of the now defunct Board of Directors of Public Institutions, he upheld his undoubted reputation for integrity, and, among all the intimations and accusations of misconduct against members of that board, not a whisper was heard against him, men of all shades of political opinion, upholding and applauding his course throughout. His main work in the board was in the matter of schools, and the present splendid equipment and management of educational institutions, which were under the control of the board, are largely due to his efforts.

In the welfare of the Charitable Irish Society, of which he was a member, he had always taken an active interest, and in the summer of 1889 he was intrusted with the important mission of delivering to Messrs. Parnell, O'Brien and Davitt, the certificates of membership voted them. He was keeper of the silver key of that organization in 1885, and its honored president in 1886. Other organizations of which Mr. Rankin was a member are: the Benevolent and Protective Order of Elks, Boston Press Club and the Boston Athletic Association. His death occurred at the Rose Standish House, Downer's Landing, Sept. 6, 1889. It was the subsequent result of a severe nervous shock sustained in a railroad accident which occurred while he was returning from Burlington, Vt. His last journalistic labors were at the tennis championship games, between Kerr and Pettitt, at Newport, R. I. He was married to Miss Frances T. Roth, Oct. 25, 1872, and moved to South Boston in the late seventies, residing there up to the time of his death. Mrs. Rankin, her daughter Frances E., and son, Edward P. B. Rankin, reside at 516 E. Broadway.

DR. WILLIAM H. RUDDICK, physician, was born in Moncton, New Brunswick, Canada, February 25, 1845. His parents were Dr. James and Ellen (Skinner) Ruddick. In April, 1862, while a resident of Boston, young Ruddick enlisted as a private in the Seventh Mass. Battery, serving from May, 1862, to June, 1865 as private, hospital steward and later in the M. V. M. as assistant surgeon of the Seventh Infantry and first lieutenant of Light Battery A. In 1863, while he was in the army, Dr. Ruddick's widowed mother removed to South Boston and he took up his residence there in 1865. After his early education in his native town he continued his studies in the Massachusetts Institute of Technology, ex-class '75; M. D., at Harvard in '68, B.A. Sc., Harvard 1881, accepted candidate for M. A. and Ph.D., in zoology Tuft's College, and a post graduate student of the University of Vienna, Austria, and also studied in Paris and London hospitals. He has been assistant physician for the New Hampshire Asylum for the Insane, professor of diseases of the skin at the College of Physicians and Surgeons, district physician of the Boston Dispensary, accoucheur Carney Hospital, etc.

At the breaking out of the Spanish War in 1898 Dr. Ruddick volunteered his services to the United States Government, either in a military and medical capacity and was the recipient of a letter from Surgeon-Gen. George M. Sterberg, in which the latter stated that in case Fort Independence were to be garrisoned the Government would be glad to avail itself of Dr. Ruddick's services and a letter of acknowledgment was received from Gov. Walcott.

Dr. Ruddick is a member of the Harvard Union, Lawrence Scientific School Association of Har-

vard University, Harvard Medical Alumni Association, Harvard Graduates Magazine Association, American Academy of Medicine, American Medical Association, Massachusetts Medical Society, Boston Medical Library Association, American Association for the Advancement of Science, American Morphological Society, Boston Society of Natural History, Boston Mycological Club, Naturalists' Club of Boston, Massachusetts Horticultural Society, New England Agricultural Society, Canadian Club of Boston, British Charitable Society of Boston, Scot's Charitable Society of Boston,

Edward W. Kinsley Post 113, G. A. R. of Boston, Seventh Massachusetts Battery Association, Old Guard of Massachusetts, Catholic Alumni Sodality of Boston, Catholic Summer School of America, Public School Association of Boston, the Dante Society of Cambridge and the Boston Yacht Club.

Dr. Ruddick was the first president of the South Boston Historical Society, and was chief marshal of the parade at the unveiling of the Farragut Statue, June 28, 1893.

Beginning in 1897, he was a vigorous and determined supporter of Representative John J. Toomey in his

efforts to secure the erection of the Dorchester Heights monument, which efforts were finally successful. Dr. Ruddick attended every hearing and secured the presence of influential citizens who advocated the proposition.

In March, 1872, Dr. Ruddick was married to Miss Sophia Ada Means, who died May 16, 1901. He has one son, William A. Ruddick.

In June, 1903, Dr. Ruddick was married to Miss Margaret Gannon of Charlestown. He resides at 502 East Broadway, where his office is also located.



DR. WILLIAM H. RUDDICK.

CAPT. WALTER S. SAMPSON, born in Kingston, Mass., February 21, 1835, and educated there, came to Boston in 1851, joining the Fire Department and the State Militia. During the Civil War he was captain of Co. K, 6th Regt., and then captain in the 22nd Regt. From 1870 he was a contractor, first in the firm of Sampson, Clark & Co. and then W. S. Sampson & Son, having built the Suffolk County Court House, jails in Rutland, Vt., and Keene, N. H., about twenty Boston schools and the car stables at City

Point. He is a member of the Mass. Char. Mech. Asso., Myles Standish Asso., Sons of Colonial Wars, Sons of the American Revolution, 6th Regt. Asso., Post 7 G. A. R., A. & H. A. Co., of which he was color bearer, carrying the colors into Windsor Castle and saluted Queen Victoria during the visit in 1896, Master Builders' Asso., Veteran Firemen's Asso., and all Masonic bodies. Capt. Sampson has three sons, Benj. F. W., Wm. A. and Walter S. Sampson, Jr.

PATRICK J. SHIELS, was born in Ireland in 1874, and came to the United States in 1891. He first settled in River Point, R. I., where he worked at the Clyde Print Works, remaining there three



years, and then he came to South Boston. He soon obtained employment with the Boston Elevated Railway Company, and remained in that employ until 1902. From his very arrival in South Boston he took an interest in political affairs and, quickly making friends, he was nominated and elected to the Com-

mon Council for the years 1901 and 1902. In the fall of 1902 he was a candidate for the Legislature, the entire ward committee being against him, yet he lost by only a few votes. In the fall of 1903 he was again a candidate, and secured the nomination in a hotly contested campaign, with a margin of three votes. In politics, Mr. Shiels has been a vigorous worker for the interests of Democracy, and was loyal throughout his career in the Common Council.

FREDERIC JAMES SHEEHAN, druggist, 226 West Broadway is a son of Patrick and Margaret M. Sheehan, and was born in Malden, November 4, 1873. He resided there several years, attending the West End Grammar School. In 1886 he came to South Boston and attended the Bigelow and John A. Andrew Schools graduating from the latter in 1891. He then entered the Massachusetts College of Pharmacy and while studying there was in the employ of Cornelius P. Flynn. Finishing his course he worked for Charles A. Curtis, with whom he remained until 1900, when he entered business for himself at 226 West Broadway. Mr. Sheehan married Miss Edith H. Wiley in 1901 and they reside at 268 East Cottage Street. They have one daughter, Margaret Anna. He is a member of Pere Marquette Council, K. of C., Bay State Conclave, I. O. H., Twenty Five Associates and the Massachusetts College of Pharmacy Club.



HARLAND R. SKELTON was born in South Boston December 9, 1876, and is a son of the late Robert P. and Sarah (Parks) Skelton. He has resided in South Boston all his life, receiving his education in the public schools of the district. Finishing his grammar studies at the Thomas N. Hart Grammar School, he later took a complete course in a Boston commercial college.

He entered the milk business with his father in 1896 and was engaged in it for about three years. He then secured a position as clerk, which he held until 1901, when he entered the livery stable business for himself, conducting the St. James Stables on Washington Street. He is now in the employ of the Columbia Graphophone Co.

Mr. Skelton has been affiliated with many organizations. He was a member of Battery A., 1st Massachusetts Regiment in 1896, and was secretary of the Mazeppa Club for several years. He is a member of Pelham Conclave, I. O. H.



CHARLES H. SLATTERY, lawyer, 10 Tremont Street, Boston, is a son of Edward and Joanna Slattery, and was born in South Boston in 1869, and has always resided in the district. He attended the Bigelow Grammar School and left there to enter the Boston Latin School, graduating from the latter in 1885.



In the fall of the same year he entered Harvard College and after a thorough course received his degree in 1889. The next year he devoted to tutoring and then entered Harvard Law School. He concluded his law course in 1893, and, receiving his degree, immediately began the practice of law with the firm of Myers & Warner, of which Hon. James J. Myers, Speaker of the Massachusetts House of Representatives, is a member. He remained with this firm for some time and then entered into partnership with Judge Josiah Dean, at 28 State Street, the firm name being Dean and Slattery. This partnership being dissolved, Mr. Slattery moved to his present office at 10 Tremont Street.

During his course at Harvard, Mr. Slattery devoted much time to the study of municipal government and he has since been able to use the knowledge thus gained, to excellent advantage. In 1894 he was a Democratic candidate for representative in Ward 14, but was defeated in the caucus by the remarkably small margin of two votes. This did not cause his interest in his party to waver, for he has always been an active worker, giving both time and energy in behalf of his party's candidates.

In 1901 he was elected a member of the Board of Aldermen from the Eighth District and served the following year with marked ability. He was a candidate for re-election that year, but was defeated in the caucus. He then became an independent candidate, and, later, receiving the Republican endorsement, he was re-elected for 1903, after one of the most spirited

campaigns ever conducted in South Boston, by more than 300 votes.

Mr. Slattery is a member of the Boston Bar Association, City Point Catholic Association, South Boston Citizens' Association and the Mattapanock Club. He resides at 520 East Broadway.

ALFRED SMART, insurance, was born in Lancashire, England, his parents being Frederick and Elizabeth Smart. Receiving his early education in his native place, Mr.

Smart came to this country in 1881, taking up his residence in South Boston on September 19 of that year. He now resides at 899 E. Broadway and his office is at 221 Columbus Avenue. Mr. Smart is married and has two children, Percy Frederick and Lillian Gertrude Smart.



Ever identified with matters pertaining to the in-

terests of South Boston, Mr. Smart was one of the charter members of the Mt. Washington Co-Operative Bank, one of the most beneficial institutions of South Boston, and is also a member of the South Boston Citizens' Association, the Sons of St. George, (of which he is a past president), and he is employed as assistant superintendent of the Metropolitan Life Insurance Co. He is also a member of St. Paul's Lodge, Free and Accepted Masons.

WILLIAM F. SPENCER, undertaker, 408 West Broadway, is a son of James and Catherine Spencer, and was born in Canton, Mass., in 1872. He received his educa-

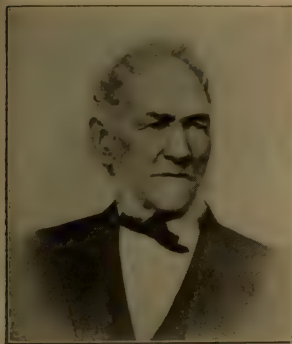
tion in his native place, having been a pupil of the Crane School and also St. John's School. Upon finishing his studies he entered the employ of a local undertaker and has been in that business since. He worked in Canton for several years and, in 1891, came to South Boston where he entered the employ of James F. O'Donnell.

He remained in his employ until 1897, when he formed a partnership with Joseph C. Gallivan. They conducted business until 1900, when Mr. Spencer opened his own establishment, which he has conducted with marked success since that time.

He is a member of Division 13, Ancient Order of Hibernians, St. Vincent's Holy Name Club and St. Vincent's Ushers Club. He resides at 381A West Broadway.



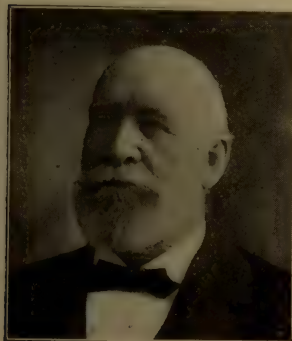
ALPHEUS STETSON, deceased, born in Scituate, Mass., April 8, 1794, was descended from Robert Stetson, commonly known as Coronet Stetson, who came from England



to Scituate in 1630. Alpheus came to South Boston in 1814 and for many years was engaged in ship building, at the foot of Dorchester St. His uncle, Noah Brooks, was foreman for Lot Wheelwright, who was probably the first ship builder in the district. Mr. Stetson, in 1836,

embarked in the lumber and coal business on West First Street, at the foot of F Street, and in 1842 the business was removed to the foot of I Street, where it has been located ever since, conducted by his son, then his grandson and great grandson. December 4, 1819, four years after his removal to South Boston, he married Hannah W. Kent, of a well known South Boston family. There were eight children, of whom three are now living, Mrs. Sarah A. Baker, wife of John F. Baker of Brookline, Mrs. Mary A. Neale of Pittsburg, and Alpheus M. Stetson of East Broadway, South Boston.

ALPHEUS M. STETSON, retired, one of South Boston's oldest residents and most respected citizens, was born in a house on Dorchester Street, between First and Dresser



Streets, Sept. 21, 1820. He attended the old Hawes School and took a Franklin medal in 1834. Mr. Stetson and George Allen were the only ones thus honored that year. In 1836, on his father entering the lumber and coal business, he went to work for him and later

succeeded him. Still enjoying excellent health, he delights to recall the early days of South Boston. He remembers, in 1830, when he was but ten years of age, riding with his father on the first railroad built in this country, which was experimented with in Quincy, Mass., and used to carry granite. Sept. 7, 1842, he married Sophia B. Osborn, and of their three children, John R. Stetson is the only one now living.

JOHN A. STETSON, dealer in coal and lumber, was born at the corner of C and Athens Streets, July 28, 1844, and has always lived in the district up to 1903, when he moved to Brook-



line. He was educated in the district, graduating from the old Hawes School in 1859, a member of the largest grammar class in that school. For many years Mr. Stetson and his father have attended the reunions of the old Hawes School Boys' Association, the only father and son who survive who were graduates of the school and are now

members of the Association. John A. Stetson continued in the coal and lumber business with his father, until, in 1882, he bought the business and has since conducted it with his son. June 20, 1866, Mr. Stetson was married to Miss Julia Van Veghten of New York, of one of the oldest Knickerbocker families of that state. Of five children by this marriage, only two survive. Herbert Osborn Stetson and W. C. Graydon Stetson.

During his more than fifty years as a resident of South Boston, Mr. Stetson has been one of its most loyal and public spirited citizens. In social, business and political circles he has ever been prominent and esteemed.

HERBERT OSBORN STETSON, the eldest son of John A. Stetson, was born in South Boston, June 3, 1871, and is in the coal business with his father, thus continuing in that line started in 1836 by his great-grandfather, Alpheus M. Stetson. January 31, 1895, he was married to Miss Georgia Conway, of Louisville, Ky. One child, Dorothy Stetson, was born September 4, 1899. Until his marriage Mr. Stetson always lived in South Boston, but since then, with his wife and daughter, has resided in the town of Waban, Mass.



W. GRAYDON STETSON was born in South Boston, February 18, 1878, and September 17, 1900, was married to Miss Sally Colburn Nickels. Mr. Stetson is now treasurer of the Newark Faucet Co. and resides in Newark, N. J.

DANIEL F. SULLIVAN, who died in July, 1900, was one of South Boston's most estimable citizens. Born in Lowell, Mass., in 1855, at ten years of age he worked in the



mills, where he remained several years. When a young man he was noted as an athlete, and participated in numerous events, particularly rowing races, defeating such men as George Faulkner and Lynch, and also Meaney of Charlestown and the famous Kennedy. He was a member of several famous crews. In 1876 he moved to Boston,

and in 1885 to South Boston, opening a liquor store at 70 I St., in the latter year. In November, 1890, he was married to Miss Emma F. McShane, and five children were born, of whom four, Henry, Arthur, Francis and Marie survive. He was a member of the Knights of Honor, the M. C. O. F., Knights of St. Rose, the A. O. H., the I. O. H., Mosquito Fleet Yacht Club and other organizations. Mrs. Sullivan and children now live on N St.

LIEUT. JAMES P. SULLIVAN, of the Boston Police Department, is a son of Michael and Johanna Sullivan. He was born in Cincinnati, Ohio, May 8, 1858, where he was educated. He came to South Boston in November, 1872, and resided here until 1900. In 1874 he made a cruise as an apprentice on the U. S. S. Vandalia. On his return he became agent for the Hingham Steamboat Co. He was appointed patrolman June 14, 1886, and assigned to Div. 1 and was made "special officer" in 1889, promoted to sergeant Jan. 5, 1893 and assigned to Div. 4. He was transferred to Div. 3 in August, 1894, and in October was promoted to lieutenant and assigned to Division 5. He was transferred to Div. 12 March 1, 1898, and to Div. 13, Nov. 27, 1900. He is married and resides at No. 8 Denison Street, Roxbury. He has three children, Joseph P., Molly and Gertrude. Lieut. Sullivan is a member of the Police Relief Association, A. O. U. W. and Nonpareil Associates.



DR. GEORGE A. SULLIVAN, dentist, son of Josephine and the late Jeremiah Sullivan, was born in South Boston, and, after graduating from the Lawrence Grammar

School in 1889, attended the English High School. On concluding his studies there he entered the wholesale firm of Thomas Kelly & Co., where he remained until 1896, then entering the Boston Dental College. He received his degree in 1899, being chosen valedictorian of his class. Dr. Sullivan located his office in this district first at 179 West Broad-



way and then at 363 West Broadway. He is chancellor of Pere Marquette Council of the Knights of Columbus, and is a member of Division 58, A. O. H., the Massachusetts Dental Society, the English High School Class of '92 Alumni, the Lawrence School Alumni Association and the Boston Dental College Alumni. He is a brother of Dr. John J. Sullivan of Dorchester. Dr. Sullivan resides at 161 West Third Street.

JEREMIAH J. SULLIVAN, contractor, at 95 Milk Street, Boston, was born in South Boston, 1856, being a son of John and Mary Sullivan. He attended the Lawrence School, graduating in 1873.

His father, who was a contractor, died in 1867 and the business was conducted by his son, John J. Sullivan and Michael Murphy. In 1873 Mr. Sullivan became junior member of the firm. His brother Michael died in 1874, and his brother John, seven years later. The business then devolved upon him. Mr. Sullivan resides at 273 West Fifth Street with his



wife, Mrs. Jennie (Mullen) Sullivan, and daughters, Mary F., Jennie and Carrie (twins). He is a member of South Boston Council, K. of C., Mt. Washington Lodge A. O. U. W., Winthrop Council, R. A., and South Boston Citizens' Asso. Mr. Sullivan cleared away much debris after the Boston fire, graded and filled Broadway Extension in 1869 and has laid out many of the principal thoroughfares for the city.

HON. MICHAEL J. SULLIVAN, lawyer, was born in South Boston, Oct. 23, 1870. His parents were Patrick and Winifred (Joyce) Sullivan. Michael attended the Lincoln Grammar School, graduating in 1886, the English High School, graduating in 1889, and then the Boston University Law School from which he graduated in 1896, being admitted to the bar shortly afterward. As a professional baseball player Mr. Sullivan is well known throughout the country, having played continuously with National League teams from 1889 to 1899, being two years with Washington, two years with Cleveland, two years with Cincinnati, one year with Chicago, two years with the New Yorks and one year in Portland, Me., all the time as a pitcher.

Mr. Sullivan has ever been identified with political affairs of the peninsula district, having served as warden in the Democratic caucuses several years, and was elected to the House of Representatives for 1899 and 1900. In the fall of 1901 he was elected to the Senate from the Sixth District (Wards 13, 14 and 15) by direct vote of the people, which law he helped to establish and he was re-elected in the fall of 1902, for the following year. He has served on the important committees of Metropolitan Affairs and Mercantile Affairs and in 1903 was chairman of the Committee on Probate and Chancery, a particular honor for a Democrat. In 1899 he married Miss Margaret Hickey and they have one daughter. Mr. Sullivan is a member of Trimount Conclave of the Improved Order of Heptasophs, Division 13, A. O. H., Robert Fulton Council 134 of the Knights of Columbus (of which he is a past grand knight), City Point Catholic Association, Mosquito Fleet Yacht Club, South Boston Citizens' Association and the Clan-na-Gaels. His office is at 27 School Street and he lives at 84 P Street.

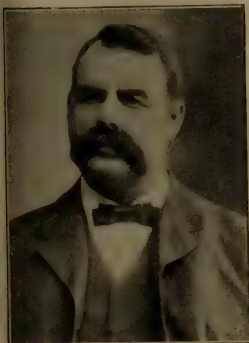
As a candidate for the Governor's Council, in the fall of 1903, Mr. Sullivan easily vanquished his opponent in the primaries, notwithstanding that the machine was against him, Mr. Sullivan receiving over 12,000 votes to about 6,000 for his opponent, an unprecedented accomplishment.



TIMOTHY J. SULLIVAN was born in Kerry, Ire., in 1848, and came to this country when but 14 years of age. He was educated in his native town. He remained

in New York three months, in Boston but a short time before he came to South Boston, in 1865, and has since made this district his home. He was first an entry clerk for W. K. Lewis, then followed athletics on the New England circuit for five years, and in 1875 went into the livery stable business on Dorchester Ave., and soon went into the un-

dertaking business, both of which he has since continued, now located at 628 E. 4th St., with an office at 332 Broadway, and he resides at 386 West 4th St. He has ever been interested in political affairs, serving four years in the Common Council (1891, 1892, 1893 and 1894) winning the fourth time on "stickers," by but 12 votes. Owing to close attention to his business affairs he forgot to file papers, but distributed "stickers" and was elected.



WILLIAM J. SULLIVAN, lawyer, was born April 14, 1865, of Daniel and Mary Sullivan. He attended the Lawrence School,

and, in 1878, went to work for the Norway Iron Co. and later served three years with the S. A. Woods Machine Co. He attended the Evening High School and then Boston University Law School, was admitted to the Suffolk bar in 1898 and now has an office at 27 State Street. He was elected from Ward 13 to the Common Council for 1892 and 1893 and to the Legislature for 1901 and 1902, during

the former term serving on the committee on revision of the Public Statutes, and in his second year, on the committee on Judiciary. He is single and lives at 3 B Street. He is a member of the Irish-American Club, Twenty-five Associates, Division 58, A. O. H., SS. Peter and Paul's Court, M. C. O. F., South Boston Council, K. C., SS. Peter and Paul's Conference, and the Young Men's Catholic Association of the Church of the Rosary.



JOHN J. TEEVENS, Jr., insurance, was born in Boston, June 7, 1875 and removed to South Boston in his infancy. He attended the Cyrus Alger and also the Bigelow Grammar



School, from which latter institution he graduated in 1890. He entered the English High School in October 1890, after returning from a trip to Ireland and England, and graduated in 1893. He was major of the 4th battalion of the Boston School Regiment and also one of the editors of the English High School paper, "The English High

School Record." He took one year advanced course at the English High School and entered Harvard College in 1894, graduating in 1898. In 1899 and 1900 he was at Harvard Law School. He was a member of the Common Council from Ward 14 for 1901 and 1902 and is a member of the Celtic Club, the City Point Catholic Asso., the Somerset Associates, Tammany Associates and other organizations. He resides at 87 P Street, with his parents.

JOHN CHASE TIBBETTS, grocer, 139 W. Broadway, is a son of John and Sarah Whipple (Dunnels) Tibbetts, and was born in Essex, Mass., Nov. 15, 1846. While an infant

his parents moved to Hamilton, where he received his early education and first business training. He entered the grocery business when 12 years old, and when 18, he came to South Boston, securing a clerkship with W. P. Mendum. In 1869 he opened a store at 135 W. 4th Street, and in 1872 moved to the corner of W. 4th and B Streets, and to his



present store in 1893. He is past grand of Tremont Lodge, and a member of Massasoit Encampment, and district deputy of Grand Lodge, I. O. O. F., founder of the Boston Retail Grocers' Asso., associate member of Post 2, G. A. R., treasurer and a deacon of Phillips Church, and a member of the Citizens' Asso. He was married to Miss Elvira Anna Grover of Foxboro in 1873. They reside with their son Alva Grover Tibbetts at 94 G Street.

DR. PATRICK J. TIMMINS, physician, is a son of Francis and Mary Timmins and was born in County Fermanagh, Ire., Feb. 28, 1851. His earliest school was conducted by a teacher, a part of whose compensation was his board at the homes of his pupils. When able to make the journey, he was sent to the nearest National School, about two miles distant. At the age of



fourteen he went to a classical school at Clinooney, near Clones County, Monaghan. He next entered St. McCartan's Catholic Seminary at Monaghan. Having completed the classical course he was sent to Maynooth College, where he made the two years course in philosophy and in 1871 came to the United States. Here he secured a position as teacher at Holy Cross College, and remained from 1872 to 1875, leaving to fill a similar position at St. Francis Xavier's College, N. Y. Here he began the study of medicine, entering the class of 1875 at the Medical School. Early in 1876 he accepted a position as teacher at Georgetown University, continuing his professional studies at the Medical School there. Here he took his degree with honors in 1878, winning the faculty prize, a gold medal, besides being valedictorian of his class. He was then appointed resident physician of the Childrens' Hospital, Washington, which position he held during 1878 and 1879. He then went to Troy, N. Y., where he began the practice of his profession, remaining until 1880, when he married Miss Mary A. Doyle, of Boston, and then moved to Malden. Boston had ever been the goal of his ambition and after two and one-half years successful labor in Malden he settled at his present residence 497 East Broadway, where he has found professional opportunities and home surroundings all that could be desired. Dr. Timmins has one son, Edward F. Timmins, who is studying the profession of his father. Dr. Timmins has always been active in every-

thing pertaining to the welfare of his native country and is prominent in the United Irish League, being a member of the National Executive Board, vice president of the Central Branch and a member of South Boston Branch, U. I. L., Div. No. 6, A. O. H. and the M. C. O. F.

JOHN J. TOBIN, druggist, was born in Boston, March 7, 1872, of Michael and Johanna (O'Brien) Tobin, and graduated from the Phillips Grammar School in 1885 and attended the Massachusetts College of Pharmacy. He was in the business two years at the West End, over three years with D. J. Kiley, and over four years with Samuel Meadows, and has been in business for himself, corner of Eighth and Dorchester Sts. since 1897. Mr. Tobin was married to Miss Delia M. Foley, and they



have four children, John F., Mildred A., Charles L. and Frank M., and they live at 5 Telegraph St. Mr. Tobin was hospital steward with the 9th Regt. for three years. He is a member of the S. B. Council, K. of C., Div. 32, A. O. H., So. Boston Yacht Club, Mass. State Pharmaceutical Asso., and secretary of the S. B. Druggist's Asso., Vernon Drug Co., Greater Boston Druggists' Asso., and Auxiliary 3 of the Boston Apothecaries' Asso. of N. A. R. D.

MARTIN E. TUOHY, florist, a son of Michael and Bridget Tuohy, was born in Galway, Ire., Aug. 5, 1879, where he received his early education in the Ballanakill National Schools. He came to the United States in 1896 and first engaged in the business of florist in Dedham, Mass.

In 1897 he came to South Boston, where he took up the same business and later went into business for himself at 427 West Broadway. Since then he has opened another establishment at 253 Main Street, Charlestown. He resides at 137 Dorchester Street.

Mr. Tuohy is a member of Pere Marquette Council, Knights of Columbus; Division 66, Ancient Order of Hibernians; St. Augustine's Catholic Total Abstinence Society; Defender Lodge, New England Order of Protection; Trimount Conclave, Improved Order of Hep-tasophs; Rescue Lodge, F. H., and the Columbus Associates. In 1903 Mr. Tuohy went abroad remaining four weeks in his native city.



JOHN J. TOOMEY, of the reportorial department of the Boston Globe, was born on Washington St., Boston. His parents were Thomas and Annie V. (Walsh) Toomey. He attended the primary schools of Roxbury, and, for a year following his father's death, in 1876, while he was a resident of Springfield, Mass., he attended school there. Removing to South Boston in June, 1877, he attended the Bigelow School, graduating in 1882. He then, for seven winters, attended the Evening High School and Comer's College. For a short time he worked in the hat business, then as a printer, and for six years as book-keeper in a merchant's office, and, in May, 1889, joined the Boston Globe staff. For two years he did assignment work on the city staff, getting experience in all branches of the work. In 1891 he was assigned to the South Boston district and has retained that position ever since.

Identifying himself with all public matters concerning the district, and, manifesting an interest in politics, he refused all propositions of his friends to be a candidate for office, until 1894, when he was a candidate for the Legislature, but was defeated. In the fall of 1896 he was nominated and elected to the Legislature for 1897, without the assistance of any political leader or faction, was defeated the following year, and again was elected, for the year 1899, this time as an Independent Citizens' candidate in a hotly contested campaign. During his legislative career he was instrumental in securing an appropriation of \$25,000 for the Dorchester Heights monument, and also led the successful fight for the exemption of labor unions from insurance laws. He also started the agitation and urged the national government to establish the life saving station in Dorchester Bay, and in 1896 was authorized by the Historical Society to publish a history of South Boston. In June, 1897, he was married to Miss Margaret A. Lynch of Oakdale, Mass. They have one daughter, Anna Mathilde, and live at 776 East Broadway. He is a member of the Knights of Columbus, Ancient Order of United Workmen, Citizens' Association and Mosquito Fleet Yacht Club.





THOMAS TOOMEY.

THOMAS TOOMEY, whose death occurred April 10, 1876, was one of the leading lawyers of his time, had a very extensive practice in Boston and in Springfield, Mass., and was a resident of South Boston for many years. He was born in the county of Cork, Ire., in 1825. His parents were Daniel Toomey and Mary (Mulcahy) Toomey, well known residents of that place. With other ambitious young men, in 1839, when but 14 years of age, he came to America, landing in Boston, and almost immediately removed to South Boston. He attended the Hawes School, but soon left, to go to work. He learned the mason's trade and continued at it for several years. Ever a studious youth, he had still higher aspirations, and, after working hours, he was ever found pouring over his books and preparing for the study of law.

In 1849, Mr. Toomey removed to Springfield, where he continued his studies. There he found a good friend in Mr. Erasmus D. Beach, one of the leading lawyers of that city, and in Mr. Beach's office he pursued his studies sufficiently to encourage him to apply for admission to the bar. He had previously studied in the office of Otis A. Seamans, also of Springfield. In 1857 he returned to Boston, received final instruction and assistance in his studies from a Mr. Adams in the Massachusetts Block, and, on Oct. 17 of that year, on motion in the Superior Court, he was admitted to the bar.

His practice was continuous in Boston, save for frequent visits to Springfield, whenever some of his friends there requested his services. He remained in the office of Mr. Adams, having charge of many of his cases, until the latter's death. One of Mr. Toomey's first and most important cases, and one that secured for him celebrity throughout the state, was his defence of a woman who, having been wronged by an admirer, shot him. The defence was most carefully prepared, and Mr. Toomey's argument received warm praise from the judges, and numerous complimentary articles in the public press.

Prior to his admission to the bar, while still a resident of Springfield, Mr. Toomey figured prominently in political affairs, although identified with the Democratic party and a vigorous advocate of its doctrines. This party was then and for a long time afterward in a hopeless minority, and seldom elected its candidates to office. No matter how brilliant or competent the candidate, if a Democrat, his chances of being elected to office were small.

In the state campaign of 1857, about the time of his admission to the bar, Mr. Toomey frequently spoke for the Democratic ticket, headed by Beach and Currier, the former being Erasmus D. Beach of Springfield, in whose office he had studied. On the night of Oct. 23, 1857, at the ratification meeting in Faneuil Hall, attended by thousands, he was one of the speakers with Hon. B. F. Hallett, Hon. John S. Wells, Benjamin F. Butler, Francis J. Parker and Edward Riddle. It was in this year, 1857, that Nathaniel P. Banks was elected governor, and the following year, while filling the office, one of his first acts was to disband the famous Montgomery Guards, a prominent military organization of which Mr. Toomey was the captain. This act created considerable excitement throughout the city. A few years afterward another military company was organized by Mr. Toomey and performed excellent war service. This latter company waited upon Capt. Toomey in the Pearl St. House and presented him with a magnificent sword as a token of their esteem.

Throughout his entire career as a lawyer Mr. Toomey stood high in his profession. He gave his entire time and attention to his clients, carefully studied and examined into each case entrusted to him, with the result that he was thoroughly informed in regard to each. In court, he was a vigorous and eloquent pleader and an orator of considerable reputation.

Not alone in politics, but in social affairs, was Mr. Toomey well known. In Springfield he was chosen the first president of the first Irish society organized in that city. He was also, for many years, the leading male singer in the first Catholic Church established in Springfield, and was eagerly sought after to speak at society meetings. In Boston he was a member of many of the leading organizations and was identified with the old Franklin St. Cathedral in the latter days of old Fort Hill.

In 1859 Mr. Toomey was married to Miss Annie V. Walsh, daughter of Richard and Johanna Walsh, afterward of South Boston. For several years thereafter they lived in South Boston, but later moved to Boston. At the time of his death, in 1876, there survived Mr. Toomey, his wife, one son and a daughter, John J. Toomey and Miss Mary J. Toomey. Mrs. Toomey died in South Boston in October, 1896.

Of Mr. Toomey's brothers, two are living, John J. Toomey and David Toomey, both of Springfield, Mass.



DR. EDWARD A. TRACY.

EDWARD A. TRACY, physician, Glynn Building, E Street and West Broadway, has been a resident of South Boston, since early childhood, having come to the district with his parents when a mere boy. He received his early education in the public schools of the district and graduated at the head of his class from the Lawrence Grammar School.

Later he entered Harvard Medical School where he took a thorough course, graduating in 1891 with the degree of M. D., and also receiving a Baningar scholarship. Shortly before this he had been appointed house surgeon at the Carney Hospital, which position he held for some time afterwards. Immediately after receiving his degree, he engaged in practice in South Boston and has been constantly engaged in it in that district since that time and is one of the best known physicians at the present time.

In his experience in practice, particularly in the surgical line, Dr. Tracy saw where many improvements could be made in various apparatus, which would not only be beneficial to the patient, but equally so to the physician, in manipulation as well as in results. He therefore set about to improve as well as to invent apparatus, and his efforts in this line as well as his X-Ray investigations have been of great value not alone to himself but to the entire medical and surgical profession.

One of the first things to receive attention was the plaster-of-Paris cast frequently used for setting fractured bones. Dr. Tracy after experimenting, invented a wood fibre cast to take its place and it is quite generally used and with excellent results. In 1893, Dr. Tracy, at the first Pan-American Medical Congress, in Washington, read a paper on, "A Brief Splint-Technology for Surgeons." In this and subsequent papers, he demonstrated most successfully a system of surgical splinting, now in general use throughout the United States and Canada.

A further demonstration was made at the World's Fair in Chicago, where he exhibited a large and varied assortment of surgical splints. This was the only exhibit there from this district and proved a most creditable one, Dr. Tracy being awarded a medal and diploma by the late eminent surgeon, Dr. Ernest Hart. Still pursuing his inventive tendency, he wrote an article in 1895 on, "A New Method for the Control of the Spine." This was followed in 1897, by an

article, "The Fallacies of X-Ray Pictures," published in the "Journal of the American Medical Association." This article, antedated by two years, the general acquiescence since given by the surgical profession to the subject matter of the article. The following year, the New York County Medical Society requested Dr. Tracy to address them, and he did so, his subject being, "A Safe and Rapid Method of Joint and Bone Fixation"; during his address, which dealt most minutely on fractures and their setting, Dr. Tracy exhibited his apparatus and demonstrated his method of usage, and the treatment of the various bones and joints of the body under a variety of conditions.

In 1900 he invented what is termed the "wood plastic spinal jacket," which was thoroughly described in the November number of the "Boston Medical and Surgical Journal." This jacket has been used extensively since and through its lightness, simplicity and cleanliness, has to a great extent taken the place of the leather and plaster-of-Paris jackets. Among the many other articles which Dr. Tracy has written and published through the medical press, throughout the country, are the following, "The Passing of Plaster", "The Treatment of Colles' Fracture," "Orthopaedics and the General Practitioner," "Wrist Joint Injuries," "A New Apparatus for the Treatment of Dislocated Collar-bone," "Modern Treatment of Fractures," "Scientific Surgical Splinting," "Pott's Disease of the Spine, Treatment by a New Brace," "The Treatment of Tubercular Hip and Knee Joint Diseases." Dr. Tracy gave much of his time to investigations and experiments with the X-Ray and the actinic rays. In November, 1902, after investigating Dr. Minin's work on the actinic rays, Dr. Tracy published his own observations on these rays and has the honor of publishing the first article on this subject in any American journal. This article, "The Actinic Rays; Their Use in Minor Surgery," appeared in the Boston Medical and Surgical Journal, Nov. 6, 1902.

He is a member of the American Medical Association, Massachusetts Medical Society, Harvard Alumni Association, Lawrence School Alumni Association and the South Boston Citizen's Association.

FRANK J. TUTTLE, lawyer, 543 Tremont Building, was born in Newburyport, Mass., Nov. 12, 1855, and is a son of John B. and Elizabeth A. Tuttle. He came to South



Boston about 1860, but in 1871 moved to Dorchester, remaining there until 1880, when he again moved to South Boston. In 1901 he moved to his present residence 43 Beaumont Street, Ashmont. He received his education in the public schools, after which he studied law for three years and was admitted to the Suffolk Bar April 4, 1885. In

1887 he represented Ward 14 in the Common Council and was secretary of the Republican Club. He was appointed clerk of the court in 1889, which position he still holds. He is a member of Mass. Lodge, F. & A. M., Royal Arcanum, A. O. U. W., Baptist Social Union, South Boston Citizens' Assn., and Clerks of Courts Assn. He is trustee and executor for numerous estates. He married Miss Cora A. Stone, and they have two children, Ruth H. and Gertrude.

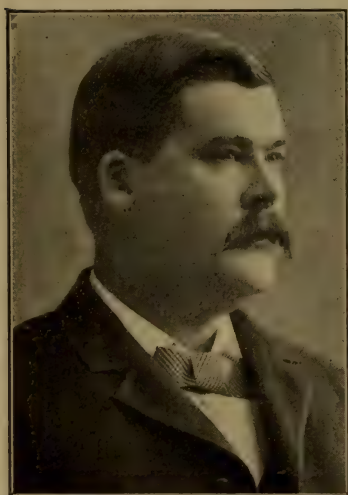
ROBERT J. WARE, coremaker, brass and iron polisher, and also councilman in 1902 and 1903, was born in Boston, March 15, 1870, of Henry and Mary Ware. The subject of

this sketch was educated in the Hawes Hall Primary and the Bigelow Grammar Schools, having moved to South Boston, with his parents, in 1870, when but a few months old. For several years Mr. Ware was employed by the Walworth Manufacturing Co. as a coremaker, and by the Star Filter Co. as a brass and iron polisher. He was



elected from Ward 14 to the Common Council for 1902 and 1903, in the fall of 1902 receiving nearly 1,400 votes, the largest ever accorded a candidate in any ward in the district. He has served on the ward committee several years and is a member of the Mattapanock Club and Division 13, Ancient Order of Hibernians. Mr. Ware married Miss Mary O'Donnell, has five children, Agnes, George, Robert J., Jr., Joseph and Irene, and he lives at 12 I Street.

JOSEPH J. WALL, wholesale dealer in butter, cheese and eggs, was born in Dover, Mass., Feb. 22, 1860, of Patrick and Eliza Wall, and came to South Boston in 1876. In 1885 he opened a grocery and provision store, corner of M and East Sixth Streets which he continued until 1900 when he disposed of it and bought a half interest in the butter and egg business of Benjamin H.



Goldsmith & Co., 57 Chatham Street. As a resident of South Boston he has ever taken an active interest in public affairs, serving on the Republican Ward Committee of Ward 14 and for five years was warden in the caucuses. He has been an active participant in political affairs, a leader in Republican circles, and has been a zealous worker in many of the campaigns of the city, state and nation.

During his residence in the peninsula he acquired considerable interest in real estate and many improvements have been achieved under his direction. Notwithstanding the immense business of Goldsmith & Co., Mr. Wall, in recent years, has given much time to the important position of secretary of the Armstrong Manufacturing Co., dealers in druggists' supplies.

Mr. Wall has for many years identified himself with local fraternity societies. He is a past grand of Bethesda Lodge 30 of the Independent Order Odd Fellows, past chief patriarch of Mt. Washington Encampment 62 of the Independent Order Odd Fellows, a member of Bernice Rebekah Lodge 36 of the same order, past noble commander of Mt. Washington Commandery 42 of the United Order of the Golden Cross, and a member of St. Paul's Lodge, Free and Accepted Masons, St. Matthew's Royal Arch Chapter, St. Omer Commandery, Knights Templars, Boston Chamber of Commerce, Royal Society of Good Fellows, Hope Commandery 3, United Order of the Golden Star, Boston Retail Grocers' Association.

He is also a member of the South Boston Citizens' Association. Mr. Wall married Miss Lula May and they have one child, Arthur Marriott Wall, and they live at 122 M Street.

GEORGE JOSEPH ALOYSIUS WELLER, member of the Suffolk Bar, was born in South Boston, August 23rd, 1874, at 580 Broadway, where he still resides. He is the son

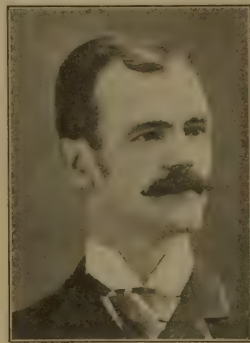


of George F. and Catherine F. Weller, both natives of Boston. He received his earlier education in the Lincoln Grammar School, from which he graduated in 1889. He then entered Boston College, from which institution he graduated with honors in 1895, receiving the degree of A. B. He then studied law at Harvard Law School,

at which institution he pursued the full course. In September, 1899, he was admitted to the practice of law. He is now associated with Vernon V. Skinner, being a member of the firm of Weller & Skinner, with a suite of offices at the Smith Building, 15 Court Sq., Boston, and local offices in South Boston and Roxbury. He is a member of Boston College Alumni Association, Catholic Alumni Club, Catholic College Alumni Sodality, and other prominent associations.

EDWARD J. WHEELER, one of the most reliable tailors in Boston, born in Canada and educated there, acquired his trade in Ottawa and later went to New York, where he

gained further knowledge and then went to Chicago and Minneapolis, Minn., where he worked two years as cutter. Since his arrival in Boston, in 1884, he has instructed many young men in the business and has given them a good start. In October, 1888, he went into business for himself at his present location, corner of Broadway



and I St. Since his coming to this district he has secured a high reputation among the tailors of Boston, has a very extensive trade, and makes a specialty of designing his own patterns, and never allows goods to be delivered without being thoroughly satisfactory to himself as well as his customers. He is a member of the Art Society of Boston, Knights of Columbus, Mosquito Fleet Yacht Club and the South Boston Citizens' Association.

JAMES H. WHITE, wholesale and retail dealer in groceries and provisions, was born in South Boston, October 3, 1859, of John and Ann White. After leaving the primary and graduating from the Lincoln Grammar School, he went to work for his father, in the grocery business. From 1874 to 1880 he gave of his entire time to this business, gaining a thorough knowledge of it. In the latter year he started in for himself and since then has conducted a most successful business in the City Point section. So rapidly did the business increase, that, in 1890, larger quarters were needed and he erected the present large building, 31 O St. and 845 East Second St. where, with his brother, Robert F. White, he has a large trade. The store is 30x75 feet and there are employed eleven clerks, and four teams are necessary to deliver the large number of daily orders. Mr. White, a life long resident of the peninsula district, has ever manifested a deep interest in the welfare of South Boston, and has been, for many years, a member of the South Boston Citizens' Association, and has taken an active part in the affairs of that organization. He is also a member of City Point Lodge of the Knights of Honor, St. Michael's Court of the Massachusetts Catholic Order of Foresters, Robert Fulton Council of the Knights of Columbus, Boston Catholic Union, Mosquito Fleet Yacht Club, Boston Retail Grocers' Association, and the Bay State Wholesale Grocers' Association.

Mr. White is also proprietor of the well-known boot and shoe establishment 443 West Broadway, formerly owned by Robert Emmet, where he carries a full line of the latest styles of shoes. Mr. Charles Muldoon is manager of this enterprise, which is one of the largest and best equipped establishments of its kind in South Boston. Mr. White was married in 1886 to Miss Anastasia G. Murphy, daughter of the late John Murphy of Boston, a well known carpenter and builder. They have three children living, Anastasia, Emily J., and James H. White, Jr. He lives at 150 K. St.



WILLIAM L. WHITE, real estate broker, is a son of John B. and Ellen White and was born in South Boston, Nov. 23, 1872. He received his education in the Lawrence Grammar and English High Schools.



During 1900-01 he represented Ward 15 in the Common Council, being honored on each occasion by receiving the largest vote ever cast for a Democratic candidate in this ward. He married Miss Florence J. E. Mayers, Sept. 4, 1901, and resides at 601 East Eighth Street. He is a member of the well

known firm of James T. Carroll & Co., 60 State Street, Boston.

Mr. White is a member of the South Boston Citizens' Association, Pere Marquette Council, Knights of Columbus, St. Augustine's Conference, Mosquito Fleet Yacht Club and for many years was chief usher of St. Augustine's Church. While a member of the City Council he served on many important committees and did much to benefit South Boston.

DR. JOHN F. YOUNG, physician, is a son of Neil and Mary F. Young, and was born in South Boston in 1854. He graduated from the Lawrence Grammar School in 1869,

and then entered Boston College. Later he went abroad and entered Clongowes Wood College, Dublin, Ire., and pursued his studies in Mater Miserecordia Hospital, Dublin. He returned to Boston and graduated from the Harvard Medical School in 1879. He again went abroad and studied in Dublin, London and Paris, and, returning, was ap-



was appointed house surgeon at the City Hospital. He began practice in 1880, and in 1885 he was elected a trustee of the City Hospital. He has invented many surgical appliances, now in use in many hospitals. In 1884, he married Miss Caroline M. Blake. His office is at 129 Broadway. He is a member of Mass. Med. and Harvard Med. Societies; Harvard Alumni, Society for Medical Improvement, Boston City Hospital Club and other organizations.

WILLIAM H. KEYES, contractor and builder, was born in South Boston, April 27, 1864. His father was Thomas Keyes, one of the best known and most highly esteemed residents, a carpenter and builder by trade, who erected many of the buildings now standing in the peninsula district. William was educated in the schools of the district. He attended the Mather Primary School and later the Lawrence Grammar School, and then, removing into that district, attended and graduated from the Bigelow Grammar School on West Fourth Street. He attended the English High School, after which he took a thorough business course in one of the large commercial colleges of the city. He was a ready student and quickly adapted himself to those studies which, in after years, were of much value to him in his business.



After leaving school he was employed by his father on all the important work in which the elder Keyes was engaged, and while still a young man he branched out for himself as a builder and contractor, and for many years has done a most extensive and successful business. He is of the firm of William H. Keyes & Co., with offices at 95 Milk Street, Boston. His firm did considerable work in the building of the subway, connected particularly with that section in the vicinity of Hollis to Pleasant Streets. He was also interested in the building of the new and magnificent Harvard Bridge, between Boston and Cambridge across the Charles River, and has constructed many large warehouses, factories, hotels, office buildings and bridges. The firm of William H. Keyes & Co., has had charge of many other large contracts, all of which were successfully accomplished. It is recognized as being among the leading firms in this line of business in Boston.

Mr. Keyes is married and has two children, Mary S. Keyes and Madelon Keyes. They live at 95 Dix Street, Dorchester, Mr. Keyes having moved from South Boston but a few years ago. He is a member of several leading organizations, and is treasurer of the Contractors' and Builders' Association.

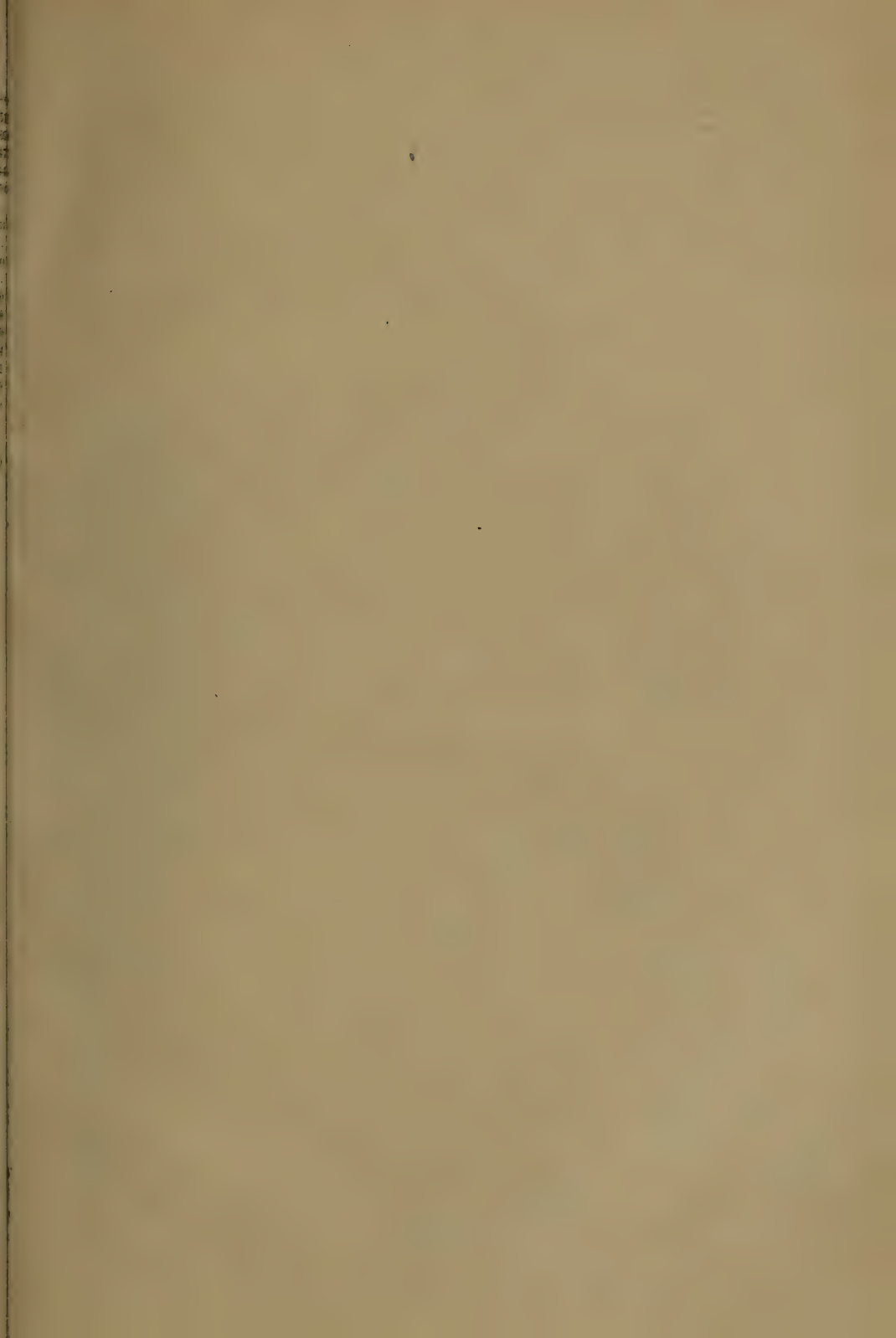
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